8345 Little Butte Cr. Br. Sec. 1976
of Agate Rd. N. of Medford.
(Structure)

C & A 5509 12-1-75

8345

OREGON STATE HIGHWAY DIVISION

FORM 81-714-1150

HIGHWAY DIVISION INVOICE

NO. 126442

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-6-79	CC 1991		215-1932-297 1,721.34 215-1081-297 1,585.00

JACCØPW

- Jackson County
- 200 Antelope Rd.
- White City, OR 97501
- Attn: Robert Carstensen

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing for the Little Butte Creek (Agate Road) Bridge. OS-1500(1)			
Contract #8345			
Total Project Costs			224,205.15
Federal Funds			175,146.81
County Advance Deposit			45,752.00
	W		$3,306.34
NOTE: Please send copy of itemized statement with billing.			
AD 194 AD 195 CC 1647			

8345

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3/23/79	CC 1991		215-1932-297 - PE 215-1081-297 - Const.

BILL TO: Code:

Jackson County
200 Antelope Road
White City, Oregon 97501
Attn: Mr. Robert Carstensen, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing for the Little Butte Creek (Agate Road) Bridge. OS-1500(1)			
Contract # 8345			
	Total Project Costs		$224,205.15
	Federal Funds		175,146.81
	County Advance Deposit		45,752.00
			$ 3,306.34
NOTE: Please send copy of itemized statement with billing.			
AD 194 AD 195 CC 1647			

Advance Deposit Amount	PE 352 $ Const. 45,400
Advance Deposit Previously Transferred to Highway Fund	$ 36,400
Balance	$ 9,352
Transfer to Highway Fund	$ 9,352
Refund Due	$ - - -
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due STATE . . . $3,306.34

Submitted by:

Harold Reynoldsen
H. Reynoldsen

Approved:

Gerald Wimer

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 3/23/79

County Jackson **Contract No.** 8345 **Date Completed** 12/3/76

[redacted] OS-1500(1) **Section** Little Butte Creek (Agate Rd.) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
PE Costs	State	$ 7,543.80
	County	348.63
	Total	$ 7,892.43
Payment to Contractor		$193,612.80
Construction Eng.	County	12,156.89
	State	10,543.03
	Total Construction Cost	$216,312.72
	Total project cost	$224,205.15
	Federal Funds Collected	$175,146.81
	Total cost of project	$224,205.15
	Less Federal Funds	175,146.81
	Total	$ 49,058.34
	Less Advance Deposit-PE	352.00
	Const.	45,400.00
	Amount yet due State	$ 3,306.34

Reference: Billing Form CC 1991

8345

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY ACCOUNTING 2874
DEPT. TELEPHONE

TO: Vernon E. Skoog
Controller

DATE: February 22, 1979

FROM: Dettmar W. Jones D.W.J.
Staff Auditor

SUBJECT: Audit Report, Supplement
Jackson County
FAP #OS-1500(1)

Definition Statement

The original audit report, dated March 30, 1977, was based upon a desk audit of County's first and final billing on subject project. The detail supporting the charges and the extremely detailed review by OSHD District Engineer, Bill Maude, would seem to have justified that procedure.

However, FHWA requested an auditor review the costs billed.

Analysis

On February 16, 1977, I personally reviewed County records supporting project costs billed. Audited costs of $12,423.15 were found to be reasonable, allocable, allowable and properly documented. The split between preliminary and construction engineering had been made correctly at the PS&E date. Costs incurred by County prior to FHWA authorization had been deducted from the bill before approval for payment.

Conclusion

I recommend no change in project costs as approved and paid. This confirms the conclusion of the original desk audit report.

DWJ:njc

cc: R. J. Hacek
H. Reynoldson ✓

APPROVED
V.E. Skoog
E. [illegible] Controller
[illegible]

PROJECT MANAGEMENT
PME ☑ CCE ☐ OP ☐
LCE ☐ FAE ☐ CPE ☐
FEB 22 1979
File: PM FA
[✓ LC] OP
TAA

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TOTAL TO DATE JOB COST SUMMARY                                                 JULY 1978          PAGE  126

                                                                                 FISCAL          GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE        BEG   END
                                      215  1067    915      00 P 1                                   302.10       75    76
                                                   TOT         P1                                 37,803.26
                                                   TOT         N1                                     63.67
                                                $$ JOB TOTALS $$              $$              $$  37,866.93  $$

  LITTLE BUTTE CR BR SEC      CONT NO 8345 8 FA PROJ NOS 03  500001 100                                00       STATE
                                      215  1081    201      00 P 1                               193,491.57     76    77
                                      215  1081    206      00 N 1                                   121.23     77    77
                                      215  1081    296      00 N 9    1,866.35CR      1,866.35CR  197,801.01CR   76    78
                                      215  1081    297      00 N 9                                36,400.00     76    76
                                      215  1081    298      00 N 9    1,866.35        1,866.35    161,401.00     76    78
                                      215  1081    500      00 P 1                                22,617.56     76    78
                                      215  1081    500      00 N 1                                    82.37     76    77
                                                   TOT         P1                                216,109.12
                                                   TOT         N1                                    203.60
                                                $$ JOB TOTALS $$              $$              $$ 216,312.72  $$

  REDWOOD AVE @ DOWELL RD     CONT NO          FA PROJ NOS RRS0620001 100                              00       STATE
                                      217  1088    270      01 P 1                                 2,675.98     77    78
                                      217  1088    296      00 N 9                                 1,[illegible].00CR   77    78
                                      217  1088    298      00 N 9                                 1,[illegible].00     77    78
                                      217  1088    503      00 P 1                                   107.78     77    78
                                                   TOT         P1                                  2,783.76
                                                $$ JOB TOTALS $$              $$              $$   2,783.76  $$

  S UNIT FOREST BNDRY-COLAHAN  CONT NO 8446 8 FA PROJ NOS 05  800001 100                               00       STATE
                                      218  1035    201      00 P 1                               240,524.06     77    77
                                      218  1035    501      00 N 1                                   385.26     77    77
                                      218  1035    296      00 N 9                               280,144.[illegible]CR   77    77
                                      218  1035    297      00 N 9                                41,600.00     77    77
                                      218  1035    298      00 N 9                               206,[illegible].92     77    77
                                      218  1035    500      00 P 1                                21,118.34     76    77
                                      218  1035    503      00 N 1                                   144.63     77    78
                                      218  1035    500      01 P 1                                 2,526.58     77    77
                                      218  1035    500      01 N 1                                    84.69     77    77
                                      218  1035    521      00 P 1                                    45.00CR   76    77
                                                   TOT         P1                                264,123.94
                                                   TOT         N1                                    614.58
                                                $$ JOB TOTALS $$              $$              $$ 264,738.52  $$

  BHRRXING @ RLTMONT DR       CONT NO          FA PROJ NOS RRS 221001 100                                       STATE
                                      218  1040    400      00 P 1      24.98           24.98          24.98     78    78
                                                   TOT         P1       24.98           24.98          24.98
                                                $$ JOB TOTALS $$        24.98  $$       24.98  $$      24.98  $$
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X

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7-78

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                            215   1919   [illegible]   00 N 9                                                [illegible]
                            215   1919   901           00 P 1                                                [illegible]
                            215   1919   [illegible]   00 N 1                                                    317.10
                            215   1919   905           00 P 1                                                     72.05
                            215   1919   906           00 P 1                                                     61.60
                            215   1919   910           00 P 1                                                 1,031.02
                            216   1919   919           00 P 1                                                   106.96
                            216   1919   919           00 N 1                                                     1.63
                                         TOT           P1                                                     1,[illegible]
                                         TOT           N1                                                       318.78
                                    $$ JOB TOTALS $$                   $$                 $$                  1,861.02  $$

  L. BUTTE CR BR AGATE CO RD    CONT NO        FA PROJ NOS OS  000001 100                                         00      STATE
                            215   1932   [illegible]   00 N 9          61.50CR            61.50CR             5,[illegible]CR
                            215   1932   [illegible]   00 N 9          61.50              61.50               5,[illegible]
                            215   1932   [illegible]   00 P 1                                                 [illegible]
                            215   1932   [illegible]   00 P 1                                                 [illegible]
                            215   1932   [illegible]   00 P 1                                                 6,169.21
                            215   1932   [illegible]   00 P 1                                                 [illegible]
                            215   1932   [illegible]   00 P 1                                                 [illegible]
                            215   1932   918           00 P 1                                                   142.80
                            216   1932   921           00 P 1                                                   478.99
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TOTAL TO DATE JOB COST SUMMARY                                                   JULY 1978          PAGE 612

DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   OR   CURRENT MONTH       FISCAL          GRAND TOTAL
                                                                                   YEAR TO DATE         TO DATE
                                   215   1932       904        00 P 1                                    [illegible].00
                                   216   1932       [illegible] 00 P 1                                   [illegible].10
                                                    TOT        P1                                     7,[illegible]
                                               $$ JOB TOTALS $$              $$                $$     7,[illegible]  $$

  SPRR XING D ELK RD, MEDFORD   CONT NO        FA PROJ NOS [illegible]S017 100                            00      STATE
                                   215   1947       [illegible] 00 N 9      218.22CR        218.22CR     [illegible]CR
                                   215   1947       [illegible] 00 N 9      218.22          218.22       [illegible]
                                   215   1947       [illegible] 00 P 1                                   [illegible]
                                   216   1947       [illegible] 00 P 1                                   [illegible]
                                                    TOT        P1                                        419.46
                                               $$ JOB TOTALS $$              $$                $$        [illegible]  $$

  BIG BUTTE CR BR, CO RD        CONT NO        FA PROJ NOS OS  000002 100                                 00      STATE
                                   215   [illegible] [illegible] 00                                      [illegible]CR
                                   215   [illegible] [illegible] 00 N 9                                  7,[illegible]CR
                                   215   [illegible] [illegible] 00 N 9                                  [illegible]
                                   215   [illegible] [illegible] 00 N 9                                  7,[illegible]
                                   215   [illegible] [illegible] 00 P 1       3.84            3.84       7,[illegible]
                                   215   [illegible] [illegible] 00 P 1                                  [illegible]
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State: Coulter

8

8345-1

8345

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

5-3-78 *(PPM 20-5)*

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-1500(1)	2. COUNTY Jackson	3. STATE OREGON

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of Bridge No. 16269 over Little Butte Creek. The structure has a roadway width of 30.5 feet and is 296.5 feet long. This "off system" project is located on the "Little Butte Creek Bridge" section of Agate Road approximately 7 miles northerly of the town of Medford.

5. CONTRACTOR'S NAME Holst Construction Company	6. CONTRACT AMOUNT $ 181,870.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* GP Kessey

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
MAY - 5 '78
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
5-5-78 cy Kessey			X021	~~[illegible]~~ 0.056

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY THOMAS P LOWE, AREA ENGINEER	11. DATE OF INSPECTION 2-3-77

12. IN COMPANY WITH
J.X. WILSON & V. NEISWANDER, ODOT; D. PETRASEK & W. GATTIS, JACKSON CO.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Vincent J Staker (for) T.P. LOWE		16. SIGNATURE G K H[illegible]	
14. TITLE Asst Area Engineer	15. DATE 5-3-78	17. TITLE F. O. E.	18. DATE 5/3/78

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8345

June 8, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On May 27, 1977, we wrote to you concerning release of final payment on Contract No. 8345 awarded to Holst Construction Co. for the Little Butte Creek Bridge on Agate Road in Jackson County.

Final payment on this contract is $500 and the total contract amount is $193,491.57 including $2,195.16 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

Ward Insurance Agency
149 12th Avenue W.
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

"OS"

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: March 30, 1977

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Audit Report (desk)
Jackson County
FAP # OS-1500(1)

Definition Statement

Jackson County and OSHD negotiated an Agreement for preliminary and construction engineering on the Little Butte Creek Bridge section of Agate Road. FHWA approved the project December 3, 1975, for $32,162.

County submitted a first and final billing for total engineering of $13,628.62 in March, 1977.

Analysis

Normally I would perform a field audit of these costs prior to our claim for FHWA reimbursement, but adequate verification would seem to have been made already.

Note the attached copies of correspondence from OSHD Resident and Region Engineers. They have examined and have copies on file of source documents: they have deleted costs of $1,205.47 incurred prior to authorization. I have verified the arithmetic.

Conclusion

An audit trip to Roseburg appears to be unnecessary in view of the work done by OSHD engineers.

I recommend payment to County of $12,423.15.

APPROVED
V. E. Skoog

DWJ:njc

cc: Harold Reynoldson ✓
R. J. Hacek

MAR 30 '77

REFER TO

Info
Investigate

7/1/K

HA - FRED

NOTED
MAINOR C. HOLMES

FORM 8-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE March 18, 1977

TO Glen Clark
Region Fed. Aid Engr.

FROM Wm. H. Maude
Res. Engr.

Vern Neiswanger
Vern Neiswanger
Asst. Res. Engr.

SUBJECT

Little Butte Cr. Br. Sect.
Contract No. 8345

Attached please find the claim submitted by Jackson County Director of Public Works for reimbursement for the preliminary and construction engineering performed by County personnel during the subject off system project.

We have all the necessary back up data for payroll and equiptment costs filed in this office. To the best of my knowledge, these claims are correct and each page of claims are signed accordingly.

If you need a copy of the payroll and equiptment costs, please let us know and we will send them to you.

cc: L.W. Rulien

PROJECT MANAGEMENT

MAR 21 77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

HAL-FILED

(H) ✓

NOTED
MAINOR C. HOLMES

R

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Wm. H. Maude Resident Engineer P.O. Box 368 Medford, Ore. 97501

Mar. 17, 1977

Dett Jones
3/28/77

Mr. William Gaddis
Asst. Dir. of Public Works
Jackson County
200 Antelope Rd.
White City, Ore. 97501

Re: Little Butte Cr. Br. Sect.
Contract No. 8345

Dear Bill:

After reviewing the itemized Construction Engineering costs submitted by your office for subject project, this office approves total reimbursement. In regards to the Preliminary Engineering costs, please be advised that the FHWA gave their official approval of this Off-system project on Dec. 3, 1975 and we cannot participate in costs involved prior to that date.

The itemized list your office submitted for Preliminary Engineering costs begins Jan. 1975 and ends Feb. 1976. The total cost for this period is $ 1,554.10 We will participate in reimbursement for costs during Dec. 1975, Jan. 1976 and Feb. 1976 which totals $ 348.63.

Yours Truly,
Vern Meiswanger
Vern Meiswanger
Asst. Res. Engr.

cc: L.W. Rulien
Glen Clark
George Thornton

Form 81-734-3122

OS-1500(1)

P.E. Prefix 215-1932-

Const Prefix 215-1081-

PRELIMINARY ENGINEERING COSTS

LITTLE BUTTE CREEK BRIDGE

CONTRACT NO. 8345

Non-reimbursable

ITEM		AMOUNT
JANUARY 1975		
Labor	- County Engineering Crew	$ 521.96
Overhead	- County Engineering Crew (34%)	177.47
Equipment Rental	- County Engineering Crew	37.50
	TOTAL	$ 736.93
OCTOBER 1975		
Labor	- County Engineering Crew	$ 264.86
Overhead	- County Engineering Crew	90.05
Equipment Rental	- County Engineering Crew	1.40
	TOTAL	$ 356.31
NOVEMBER 1975		
Labor	- County Engineering Crew	$ 83.75
Overhead	- County Engineering Crew	28.48
	TOTAL	$ 112.23
DECEMBER 1975		
Labor	- County Engineering Crew	$ 30.18
Overhead	- County Engineering Crew	10.26
	TOTAL	$ 40.44
JANUARY 1976		
Labor	- County Engineering Crew	$ 90.58
Overhead	- County Engineering Crew	30.80
	TOTAL	$ 121.38
FEBRUARY 1976		
Labor	- County Engineering Crew	$ 139.41
Overhead	- County Engineering Crew	47.40
	TOTAL	$ 186.81
	GRAND TOTAL	~~$1,554.10~~ $348.63

I hereby certify that charges Dec. 1975
thru Feb. 1976 are correct.

Vern Neiswanger
Vern Neiswanger
Asst. Res. Engr.

CONSTRUCTION ENGINEERING COSTS

LITTLE BUTTE CREEK BRIDGE

CONTRACT NO. 8345

ITEM	ENGINEER CHARGES TO JOB	REIMBURSABLE TO COUNTY
MAY 1976		
Labor - County Engineering Crew	$ 309.92	$ 309.92
Overhead - County Engineering Crew (34%)	105.37	105.37
Equipment Rental - County Engineering Crew	25.00	25.00
TOTAL	$ 440.29	$ 440.29
JUNE 1976		
O.S.H.D. - Ellis Jones - Beams Inspector	$ 263.86	$ 0.00
JULY 1976		
Labor - County Engineering Crew	$ 774.61	$ 774.61
Overhead - County Engineering Crew	263.37	263.37
Equipment Rental - County Engineering Crew	86.50	86.50
O.S.H.D. - Resident Engineer	307.76	0.00
Outside Engineering (Soils Testing Lab. Inc.)	281.50	281.50
Lab Test #76-7541 -	16.50	0.00
Lab Test #76-7542 -	18.00	0.00
Lab Test #76-7945 -	119.00	0.00
Lab Test #76-7946 -	72.00	0.00
Lab Test #76-7947 -	199.00	0.00
Lab Test #76-8559 -	6.00	0.00
Lab Test #76-8560 -	9.00	0.00
Lab Test #76-8561 -	9.00	0.00
Lab Test #76-8562 -	9.00	0.00
Lab Test #76-8563 -	9.00	0.00
Lab Test #76-8690 -	5.00	0.00
Lab Test #76-10179 -	19.00	0.00
Lab Test #76-10180 -	19.00	0.00
TOTAL	$ 2,223.24	$1,405.98
AUGUST 1976		
Labor - County Engineering Crew	$ 2,005.44	$2,005.44
Overhead - County Engineering Crew	681.85	681.85
Equipment Rental - County Engineering Crew	236.30	236.30
O.S.H.D. - Resident Engineer	278.74	0.00
Shipping Charges (Materials Samples) - UPS	8.74	8.74
Lab Test #76-11661 -	6.00	0.00
TOTAL	$ 3,217.07	$2,932.33

I hereby certify that these charges are correct.

Vern Neiswanger

Vern Neiswanger, Asst. Res. Engr.

ITEM	ENGINEER CHARGES TO JOB	REIMBURSABLE TO COUNTY
SEPTEMBER 1976		
Labor - County Engineering Crew	$ 1,202.05	$ 1,202.05
Overhead - County Engineering Crew	408.70	408.70
Equipment Rental - County Engineering Crew	129.45	129.45
O.S.H.D. - Ellis Jones - Beams Inspector	966.61	0.00
O.S.H.D. - Resident Engineer	102.77	0.00
Shipping Charges (Materials Samples) - UPS	2.94	2.94
Shipping Charges (Materials Samples) - UPS	8.82	8.82
Shipping Charges (Materials Samples) - UPS	8.58	8.58
Lab Test #76-12179 -	18.00	0.00
Lab Test #76-13994 -	116.65	0.00
Lab Test #76-15169 -	6.00	0.00
Lab Test #76-15636 -	18.00	0.00
Lab Test #76-15638 -	18.00	0.00
Lab Test #76-15639 -	18.00	0.00
Lab Test #76-15910 -	18.00	0.00
Lab Test #76-16270 -	18.00	0.00
Lab Test #76-16271 -	18.00	0.00
Lab Test #76-16272 -	18.00	0.00
TOTAL	$ 3,096.57	$ 1,760.54
OCTOBER 1976		
Labor - County Engineering Crew	$ 1,408.26	$ 1,408.26
Overhead - County Engineering Crew	478.81	478.81
Equipment Rental - County Engineering Crew	200.30	200.30
O.S.H.D. - Ellis Jones - Beams Inspector	1,825.93	0.00
O.S.H.D. - Resident Engineer	1,552.33	0.00
Lab Test #76-14812 -	18.00	0.00
Lab Test #76-15129 -	24.00	0.00
Lab Test #76-16116 -	125.00	0.00
Lab Test #76-16621 -	21.00	0.00
Lab Test #76-16731 -	18.00	0.00
Lab Test #76-16732 -	18.00	0.00
Lab Test #76-16733 -	18.00	0.00
Lab Test #76-16734 -	18.00	0.00
Lab Test #76-16735 -	18.00	0.00
Lab Test #76-16736 -	18.00	0.00
Lab Test #76-16737 -	18.00	0.00
Lab Test #76-16738 -	18.00	0.00
Lab Test #76-16622 -	26.00	0.00
Lab Test #76-17116 -	18.00	0.00
Lab Test #76-17117 -	18.00	0.00
Lab Test #76-17118 -	18.00	0.00
Lab Test #76-17119 -	18.00	0.00
Lab Test #76-17154 -	6.80	0.00
Lab Test #76-18335 -	18.00	0.00
Lab Test #76-18336 -	18.00	0.00
Lab Test #76-18337	18.00	0.00
TOTAL	$ 5,956.43	$ 2,087.37

I hereby certify that these charges are correct.

Vern Neiswanger

Vern Neiswanger, Asst. Res. Engr.

ITEM	ENGINEER CHARGES TO JOB	REIMBURSABLE TO COUNTY
NOVEMBER 1976		
Labor - County Engineering Crew	$ 1,422.74	$ 1,422.74
Overhead - County Engineering Crew	483.73	483.73
Equipment Rental - County Engineering Crew	223.10	223.10
O.S.H.D. - Ellis Jones - Beams Inspector	146.25	0.00
O.S.H.D. - Resident Engineer	143.05	0.00
Shipping Charges (Materials Samples) - UPS	6.48	6.48
Shipping Charges (Materials Samples) - UPS	6.32	6.32
Shipping Charges (Materials Samples) - UPS	1.74	1.74
Shipping Charges (Materials Samples) - UPS	1.81	1.81
Lab Test #76-17928	18.00	0.00
Lab Test #76-18007	46.50	0.00
Lab Test #76-18197	23.00	0.00
Lab Test #76-18429	23.00	0.00
Lab Test #76-18738	18.00	0.00
Lab Test #76-18739	18.00	0.00
Lab Test #76-18740	18.00	0.00
TOTAL	$ 2,599.72	$ 2,145.92
DECEMBER 1976		
Labor - County Engineering Crew	$ 533.71	$ 533.71
Overhead - County Engineering Crew	181.46	181.46
Equipment Rental - County Engineering Crew	33.60	33.60
O.S.H.D. - Ellis Jones - Beams Inspector	29.25	0.00
O.S.H.D. - Resident Engineer	68.64	0.00
Lab Test #76-18482 -	18.00	0.00
Lab Test #76-18967 -	24.00	0.00
TOTAL	$ 888.66	$ 748.77
JANUARY 1977		
Labor - County Engineering Crew	$ 276.34	$ 276.34
Overhead - County Engineering Crew	93.96	93.96
TOTAL	$ 370.30	$ 370.30
FEBRUARY 1977		
Labor - County Engineering Crew	$ 136.58	$ 136.58
Overhead - County Engineering Crew	46.44	46.44
TOTAL	$ 183.02	$ 183.02
GRAND TOTAL	$ 19,239.16	$ 12,074.52

I hereby certify that these charges are correct.

Vern Neiswanger

Vern Neiswanger, Asst. Res. Engr.

Rulien

OSR

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~ 672-6658

CON 5

March 4, 1977

Mr. William Gaddis
Asst. Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This will acknowledge your letter of February 28, 1977 transmitting county billings for preliminary and construction engineering in connection with your Little Butte Creek Bridge Replacement Project No. OS-1500(1) on Agate Road.

By a copy of this letter, your billing is being sent to Mr. William Maude, Monitoring Engineer, for review and approval prior to submission to our Salem Office and review and approval by this office.

It might save time on future federal-aid projects to note this routine and submit future billings directly to the State's Monitoring Engineer.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
George Thornton
Bill Maude

PROJECT MANAGEMENT
MAR 7 '77
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

HAL-FRED

NOTED
MANOR C. HOLMES

Off-System

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGION INSPECTION REPORT

Project Name Little Butte Creek Bridge — Contract No. 8345

Highway Agate Road — Prefix No. 215-1081

County Jackson — F. A. No. OS-1500(1)

Final inspection made on 12-9-76 (Date) by J. X. Wilson

in company with Vern Neiswanger and W. Gaddis, Jackson Co.

CHECK LIST

Date		Date	
12-14-76	Construction signs removed.	12-14-76	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	1-22-77	Division materials certificatio submitted.
12-3-76	Contractor removed equipment from project.		
12-3-76	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Workmanship and appearance of this project appear excellent. Work was pursued in a diligent manner and project completed without particular problems or claims. County, contractor and monitoring engineer should all be commended on a job well done in every respect.

All contract work on this project has been completed and recommendation is made for acceptance on 12-9-76 (Date). The Semi-Final estimate will be submitted about 1-22-77 (Date).

cc: Project Management
Construction Engineer
Regional Engineer
Maintenance Engineer
Resident Engineer
District Engineer
Regional Traffic Engineer
Wm. Gaddis, Jackson Co.
Tom Lowe, FHWA

N
NOTED
MINOR C. HOLMES

J. X. Wilson
(Signed)

Reg. Const. Engr.
(Title)

Bulier OSR

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6641~~ 672-6658

PRO 6

January 12, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

We are in receipt of a letter dated December 28, 1976, from the Jackson County Board of Commissioners requesting the use of the new 86/14 ratio for your Agate Road Off-System Bridge Replacement Project No. OS-1500(1).

The Agate Road project was part of a one year (FY 1975) program. As you recall, your application was in error and the eventual cost estimate increased considerably, as did other projects that were approved for funding under this program. For that reason, the available total federal funds was divided among the total number of projects and a maximum was established. Your maximum was set at $245 thousand.

The program was changed by the 1976 Federal Highway Act and as of this writing, the new "Safer Off-System Roads" Program has not been funded by Congress.

When the new agreement between the Federal Government and the State became operative, allowing the match ratio change from 78/22 to 86/14; it was a policy decision based on the unique features of the old "Off-System Roads" Program to accept that program from the new matching funds.

Mr. Gaddis was lead to believe that a possible exception could be made due to the project under running the maximum established. In checking with our Salem Office, we find that is not possible.

(continued)

PROJECT MANAGEMENT
JAN 13 '77
REFER TO
FOR
[✓ Info] Investigate R/D Action File Letter See me

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
JAN 13 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Your Head Road-Airport Road Project is being funded with the 86/14 match ratio.

Please assist in explaining this situation to your Board of Commissioners.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
George Thornton
Kieth Martin

COUNTY COMMISSIONERS
TAM MOORE, Chairman
ISABEL SICKELS, Commissioner
JON DEASON, Commissioner
Administrative Assistant
EDWARD S. BRESNAHAN

Jackson County Oregon

BOARD OF COUNTY COMMISSIONERS

(503) 773-6211, EXT. 311 • COUNTY COURTHOUSE • MEDFORD, OREGON • 97501

December 28, 1976

Mr. Alfred Shirley, Jr., Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Federal Aid Match Ratio
Little Butte Creek Bridge Sec.
Agate Road
Jackson County

Dear Mr. Shirley:

From discussions with Mr. Glen Clark, we are encouraged to believe that subject project may be eligible for the new 86%-14% match ratio as described in F. B. Klaboe's letter of October 14, 1976.

We are, therefore, requesting that the new ratio be utilized on the preliminary engineering, construction engineering and construction phases of the Little Butte Creek Bridge Project.

Very truly yours,

Jackson County Board of Commissioners

Isabel H. Sickels
Chairman

Carol N. Doty
Commissioner

Jon A Love
Commissioner

FJ76

ROSEBURG
RECEIVED
JAN 10 1977
DES RSA
F

5345

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
~~8~~	~~Lebanon Rd.-Butte~~ Creek Sec.		~~6-30-77~~	~~4~~	~~$ 3,500.00~~
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTED
E. S. HUNTER

cy-Rubin - pls proceed as outlined. ESH

cc Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

In reply refer to: 1041EC/510.7

SUBJECT: Second Year Plant Establishment

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

G. L. Green

1 Versteeg ✓
2 [illegible]
RECEIVED

Copy
Copy

1 3 77

Versteeg
Review ongoing contracts for modifying as outlined.
ED.

Discussed [illegible]

RECEIVED
STATE HIGHWAY
DEC 14 '76
REFER TO

8345

January 3, 1977

Holst Construction Company
P. O. Box 692
Oakridge, OR 97463

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8345 for work on the Little Butte Creek Bridge in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of ten days is granted because of added orders (Price Agreements 1 and 2, and Extra Work Order No. 1).

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

FR:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8345

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 29, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Little Butte Creek Bridge
Contract No. 8345
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith request from Holst Construction Company for an additional ten days because of added work covered by three change orders. This is an Off-System project engineered by Jackson County.

This was a one-season job with 180 straight calendar days allowed which expired November 23. The project was actually completed December 3 with ten days liquidated damages accrued at $100 per day. Three added orders amount to over $11,000. Price Agreement No. 1 covered the concrete and rebar required to lower the footings in bents 1 and 3. Extra Work Order No. 1 covered additional excavation into bedrock at these same bents, and Price Agreement No. 2 covered removal of old concrete in the existing piers 1 and 2 and modification of X-beams. These were all significant orders adding sequential work. The ten days requested is justified either on an actual elapsed time basis for doing the work according to the County, or on a time-money basis.

We therefore concur in the field recommendations for a complete time extension of ten days. This can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 29 '76
REFER TO
FOR
Info | Inv | R | D/R | Sign | Att | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8345 Contractor Holst Construction Company

Highway Agate Road

Section Little Butte Creek Bridge Sec.

Kind of Work Bridge

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED.** The reasons for such recommendation are as follows:

1. Based on the monetary value of Extra Work and Price Agreement as compared to the total contract cost the contractor is entitled to ten additional days.
2. The ten additional days requested will not delay opening of the bridge to traffic because the road approaches, paving and guard rail are yet to be constructed by the County. This work cannot commence until Dec. 2 (14 days after final concrete pour on wing walls).

Recommended for Approval:

J. X. Wilson
Division Engineer

for
Construction Engineer or Bridge Engineer

Hunter
Deputy State Highway Engineer

Contract No. 8345

Project designation Off-System
State-Federal

Date awarded May 17, 1976

Work started July 12, 1976

Per cent completed 93% 11-20-76
Date

No. of Calendar ~~Workdays~~ Allowed 180

No. of Calendar ~~Workdays~~ Used 190

No. of Added Calendar ~~Workdays~~ Requested 10

State Printing [illegible]

E -320 (Rev.)—5M—5-60

RECEIVED
NOV 23 1976
JACKSON COUNTY DEPT. of PUBLIC WORKS

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 22, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 190 days, within which to complete our Contract No. 8345, without the assessment of liquidated damages. The said contract is described as follows: Structure Little Butte Creek Bridge, Jackson County, Agate Road

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Additional work performed in lowering footing elevations in bents 1 and 3, and in modifying remodeling of piers 1 and 2. Under the terms of Section 108.09, paragraph 3; Sub-Section XXXXXXXXX (d) "Performance of extra work," Sub Sec. 104.04."

Respectfully submitted,

HOLST CONSTRUCTION COMPANY
Contractor

By HENRY G. STACH

CONSENT OF SURETY

Date November 19, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P Duyck
Stanley P. Duyck, Attorney-in-fact

(SEAL)

Stanley P Duyck
Stanley P. Duyck, Resident Agent

8345 45

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Butte Creek Bridge
WEEK ENDING: December 4, 1976
SECTION PREFIX: 215-1081
HIGHWAY: Agate Road
COUNTY: Jackson
NAME OF JOB: Little Butte Creek Bridge 16269
KIND OF WORK: Structure
CONTRACTOR: Holst Construction Company
CONTRACT NUMBER: 8345
FEDERAL AID PROJECT NUMBER: OS-1500(1)
DATE OF CONTRACT: May 17, 1976
DATE WORK STARTED: July 12, 1976
ESTIMATED COMPLETION DATE: December 3, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 180
CALENDAR DAYS USED: 190
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 106%
PROJECT AUTHORIZATION: $ 206,422.45
EXCLUSIVE OF ENGINEERING: $ 190,054.15
ENGINEERING AUTHORIZATION: $ 16,368.30
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 193,491.55
ENGINEERING COST TO DATE: $ 17,621.01
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN 1.0 %
PERCENT OF AUTHORIZATION: 108 %
DATE PROJECT WAS COMPLETED: December 3, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Loader
30 Ton Crane
Power Plant
Dump Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16269							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11/28	Clear, 50°	1		
MONDAY 11/29	Clear, 55°	1		
TUESDAY 11/30	Clear, 55°	1		
WEDNESDAY 12/1	Clear, 55°	1		
THURSDAY 12/2	Clear, 55°	1		
FRIDAY 12/3	Clear, 50°	1		Last Day of Work
SATURDAY				

Routing
RECEIVED
DEC 9 1976
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

BY.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/28 SUNDAY	No Activity
11/29 MONDAY	Installing posts and railing on both sides of bridge. Stripping forms from wingwalls. Finished working at Bent 1.
11/30 TUESDAY	Installing posts and railing on both sides of bridge. Finished working at Bent 3. One man removing concrete from abutting beams open joint at Bent 2, Piers 1 and 2
12/1 WEDNESDAY	Installing railing and channel rails both sides of bridge. Three men placing grout beneath railing posts. Two men removing concrete from abutting beams open joint.
12/2 THURSDAY	Moving construction shack, loader and crane out. Installing channel rails and placing grout beneath posts. One man washing railing.
12/3 FRIDAY	Completed railing, grouting and installing 6" wide tee joint covers. Project completed this date.
SATURDAY	

REMARKS

Final inspection is scheduled for December 9, 1976 at 1:30 P.M.

SIGNED J William Gaddis LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Jackson County
Board of Commissioners
Courthouse

Medford, OR 97501

Attention of
Mr. Robert Carstenson
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1647

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $45,400.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Little Butte Creek (Agate Road) Bridge. Off-System Project Covered by agreement dated 7/30/75		36,400.00
		To be retained		$ 9,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 45,400.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
215-1081-297

45,400
752
758
451

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:

Division Engineer

Approved:
George N Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible]

8345.

STATE COPY

15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-214	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State **Oregon** County **Jackson** Project No. **OS-1500(1)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 3 mi. S.W. of Eagle Point

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-3-75	0.056
RIGHTS-OF-WAY		
CONSTRUCTION	12-3-75	0.056
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 214,032	FEDERAL FUNDS $ 167,351

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAY 21 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraph 12 not applicable.

Oregon State Highway Division
Salem, Oregon, May 19, 1976

Federal-Aid Project
No. OS-1500(1)

Little Butte Creek (Agate Rd.) Bridge
Off System County Road
Jackson County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 7,610.00

Type Code X021
Structure, Br. No. 177 (Sta. 10+60.77 to Sta. 13+57.29)

Alerations to Existing Piers	All Required		6,500.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structure Excavation	280 cu.yds.	7.00	1,960.00
Structure Excavation Below Elevation Shown	30 cu.yds.	7.00	210.00
Structural Concrete, Class 3300 (160 cu.yds.)	All Required		25,000.00
45'/50' Bulb Tee Prestressed Beams	5 only	4,000.00	20,000.00
65'/70' Bulb Tee Prestressed Beams	10 only	5,500.00	55,000.00
110'/115' Bulb Tee Prestressed Beams	5 only	8,500.00	42,500.00
Reinforcement (18,400 lbs.)	All Required		7,500.00
Prestressing Steel (1300 lbs.)	All Required		4,000.00
Metal Rail with Channel	588 lin.ft.	25.00	14,700.00
Guard Rail in Stockpile	All Required		1,500.00
	Subtotal		$181,870.00
	Engineering		24,552.00
	Total		$206,422.00

Length of Structure . . . . 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 7,610.00	$ 5,950.00	$ 1,660.00
Structure	206,422.00	161,401.00	45,021.00
Total	$214,032.00	$167,351.00	$ 46,681.00

Group 1 100%
Contract No. 8345
Prefix No. 215-1081
215-1932 P.E.

Rulien OSR

PRO 6

Jackson

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 17, 1976

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This will acknowledge receipt of check No. 018807 dated May 13, 1976, in the amount of $45,752.00 as an advance deposit for both the construction and preliminary engineering phases for the Little Butte Creek bridge replacement project, No. OS-1500(1) on Agate Road in Jackson County

By a copy of this letter your advance deposit is being forwarded to Mr. V. E. Skoog, Controller, Salem, for routine handling.

The Project Management Section was advised of the receipt of the funds by telephone May 17, 1976, and the award of the contract will be accomplished immediately.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien ✓
V. E. Skoog
Walter J. Hart
William Maude

PROJECT MANAGEMENT
MAY 19 '76
REFER TO
FOR
Info Investigate R/D Action File Letter See me

RECEIVED
COUNTY & CITY SECTION
MAY 26 1976
☑ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OSR
Jackson Co

bc: Glen Clark - Would you please forward these advance deposit along with one copy of each of the advance deposit forms to our Finance Section. Also inform Project Management Section so the contract can be awarded.

May 4, 1976

Jackson County Board of Commissioners
Courthouse
Medford, OR 97501

Attn: Mr. Robert Carstensen
Director of Public Works
200 Antelope Rd.
White City, OR 97501

Gentlemen:

On April 29, 1976, a satisfactory bid was received from the Hoist Construction Company, 76700 Hi Prairie Road, P.O. Box 692, Oakridge Oregon 97463, for the Little Butte Creek (Agate Road) Bridge Section an Off-System Road Project, OS-1500(1). As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$181,870.00
4½% Contingencies	8,184.15
9% Engineering	16,368.30
Estimated total cost	$206,422.45 ✓

County's Advance Deposit:
22% of $206,422.45 = $45,412.94 or say $45,400.00.

Rec'd Advance Deposit 5/7/76

Please make this advance deposit in the amount of $45,400.00 payable by check or warrant to the Oregon Transportation Commission and forward it to the Highway Division Office, Region 3; Attention Mr. Glen Clark.

Also would you please include an additional $352.00 as the Advance Deposit for the County's share of the P.E. costs for this project.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Project Development Engineer

HR:dp
~~bc: Glen Clark-Would you please forward these advance deposits along with the copy of each of the~~

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

AD 194

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ____
Invoice No. ____
Date Recd. ____

CARD 1

Depositor Jackson County

Amount $352.00

Section Responsible for Monitoring Project Region 3

Estimated Completion Date December 1, 1976

Purpose Advance deposit for the P.E. for the Little Butte Creek (Agate Rd.) Br.

Other Information (File #, FA Project, etc.) OS-1500(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly *(2)* ☐ Upon Completion *(3)* ☐ Other ____

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix ____ PE Prefix 215-1932-297

(4) ☐ SCA *(7)* ☒ Off System
(5) ☐ Urban *(8)* ☐ Title II, Normal
(6) ☐ FAS-C *(9)* ☐ Title II, Grade Crossing

CARD 2

Remarks 22% of the costs are to come from Jackson County and 78% from FHWA

Prepared by ____ Robert H. Prange Date 5/4/76

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 194

Jackson Co

To: County-City Unit

RECEIVED
COUNTY & CITY SECTION
MAY 21 1976
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

ACCOUNTING ONLY
Reference JACKSOC
Invoice No. 1325
Date Recd. 5-20-76
Deposit Amt. $352.00

Depositor Jackson County

Remarks $352.00 is the advance deposit for the P.E. for the Little Butte Creek (Bridge) Section - This is an Off-System Project OS-1500(1)
(Prefix 215- 1932-297)

Received by CE - Ledgers + Revenue

Form 81-734-1382

NOTIFICATION OF ADVANCE DEPOSIT

AD 195

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ____
Invoice No. ____
Date Recd. ____

Depositor Jackson County

Amount $45,400.00

Section Responsible for Monitoring Project Region 3

Estimated Completion Date December 1, 1976

Purpose Advance Deposit for the construction costs for the Little Butte Creek (Agate Rd.) Bridge Section

Other Information (File #, FA Project, etc.) OS-1500(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ____

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 215-1081-297 PE Prefix ____

(4) ☐ SCA
(5) ☐ Urban
(6) ☐ FAS-C
(7) ☒ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks [illegible]% of the costs are Jackson County's and 78% from FHWA. All costs not participated in by FHWA are 100% County's

Prepared by Robert H. Prange Date 5/4/76

CSR

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 195

To: County-City Unit

RECEIVED
COUNTY & CITY SECTION
MAY 21 1976
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

ACCOUNTING ONLY
Reference JACKS0C
Invoice No. 1326
Date Recd. 5-20-76
Deposit Amt. #45,400.00

Depositor Jackson County

Remarks $45,400.00 is the advance deposit for the construction of the Little Butte Creek (Agate Road) Bridge Section - Off-System Project OS-1500(1)
(Prefix 215-1081-197)

Received by CE - Ledgers & Revenue

Form 81-734-1382

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #6 - JACKSON COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: APRIL 29, 1976

PAGE 1

LITTLE BUTTE CREEK BRIDGE SECTION
AGATE ROAD, NORTH OF MEDFORD

OFF SYSTEM

[illegible] 212,382
[illegible] [illegible]
[illegible] [illegible]
[illegible]

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Alterations to Existing Piers	1	6500	[illegible]	5000
	L.S. Shoring, Cribbing, Etc.	2	3000	[illegible]	[illegible]
280	C.Y. Structure Excavation	3	7		[illegible]
30	C.Y. Structure Excavation Below Elevations Shown	4	[illegible]		[illegible]
	L.S. Structural Concrete, Class 3300	5	[illegible]	[illegible]	[illegible]
5	Only 45'/50' Bulb Tee Prestressed Beams	6		[illegible]	[illegible]
10	Only 65'/70' Bulb Tee Prestressed Beams	7	[illegible]	[illegible]	[illegible]
5	Only 110'/115' Bulb Tee Prestressed Beams	8	[illegible]	[illegible]	[illegible]
	L.S. Reinforcement	9	[illegible]	[illegible]	[illegible]
	L.S. Prestressing Steel	10	[illegible]	[illegible]	[illegible]
588	L.F. Metal Rail with Channel	11		[illegible]	[illegible]
	L.S. Guard Rail in Stockpile	12	[illegible]	1500	6000
			[illegible]		191,700
				191,018	

45,400.00

181,870.00
8,184.15
4½%
16,368.30
9%
206,422.45
22%
Ad. Dep 45,412.94
352.00
x Ad. Dep for PE
45,764.94 - Total advance Dep.

BOND WITH SAFECO

S-1370 4/73

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SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #6 - JACKSON COUNTY OSR

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LITTLE BUTTE CREEK BRIDGE SECTION
AGATE ROAD, NORTH OF MEDFORD

DATE: APRIL 29, 1976

PAGE 1

Ross Bros. Salem	197,308	1. Holst. Const. Oak.	181,870
F.G. Scott Salem	196,984	2. Osland " Inc. Gr. Pass	191,088
Frank Winoski	199,890	3. Barnhardt	191,700
Hamilton Cons. Spring.	212 382		

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Alterations to Existing Piers	1	6,500	8,000	5,000
	L.S.	Shoring, Cribbing, Etc.	2	3,000	5,000	7,000
280	C.Y.	Structure Excavation	3	7-	10-	20-
30	C.Y.	Structure Excavation Below Elevations Shown	4	7-	10-	30-
	L.S.	Structural Concrete, Class 3300	5	25,000	27,000	24,000
5	Only	45'/50' Bulb Tee Prestressed Beams	6	4,000	3,800	4,000
10	Only	65'/70' Bulb Tee Prestressed Beams	7	5,500	5,700	6,000
5	Only	110'/115' Bulb Tee Prestressed Beams	8	8,500	9,000	9,000
	L.S.	Reinforcement	9	7,500	6,700	5,500
	L.S.	Prestressing Steel	10	4,000	3,500	2,000
588	L.F.	Metal Rail with Channel	11	25-	26-	25-
	L.S.	Guard Rail in Stockpile	12	1,500	1,500	2,000

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LITTLE BUTTE CREEK BRIDGE SECTION

COUNTY ROAD

JACKSON COUNTY

FAP. OS-1500(1)
Structure

Bids Received April 29, 1976

1.	Alterations to Existing Piers	All Specified		$ 3,000.00
2.	Shoring, Cribbing, Etc.	All Specified		6,000.00
3.	Structure Excavation	280 cu.yds.	12.00	3,360.00
4.	Structure Excavation Below Elevations Shown	30 cu.yds.	15.00	450.00
5.	Structural Concrete, Class 3300	All Required		20,800.00
6.	45'/50' Bulb Tee Prestressed Beams	5 only	3,550.00	17,750.00
7.	65'/70' Bulb Tee Prestressed Beams	10 only	5,250.00	52,500.00
8.	110'/115' Bulb Tee Prestressed Beams	5 only	8,300.00	41,500.00
9.	Reinforcement	All Required		4,048.00
10.	Prestressing Steel	All Required		1,300.00
11.	Metal Rail with Channel	588 lin.ft.	40.00	23,520.00
12.	Guard Rail in Stockpile	All Specified		1,500.00
		For Comparison of Bids		$175,728.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$175,728.00
	$175,728.00
Contingencies (4-1/2%)	7,907.76
Engineering (9%)	15,815.52
Estimated Net Authorization, Constr.	$199,451.28

312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 06

Summary of Bids Received and Construction Authorization

Project LITTLE BUTTE CREEK BRIDGE SECTION

Highway COUNTY ROAD

County JACKSON

F.A. Project No. OS 150001

Engineer's Estimate 175,728.00

Date Bids Received 04/29/76

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID	
01	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	181,870.00	
02	AUSLAND CONSTRUCTION, INC GRANTS PASS 97526	191,088.00	
03	BARNHARDT & PLATT INC SALEM 97308	191,700.00	*
04	F G SCOTT CONSTRUCTION COMPAN SALEM 97303	196,984.00	
05	ROSS BROS CONSTRUCTION INC SALEM	197,208.00	
06	FRANK WISNOVSKY & STAN SESAR JACKSONVILLE 97530	199,890.00	
07	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	212,382.00	

*Bidder will not accept award of more than two contracts at this letting.

3.4% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 181,870.00

Additional anticipated items:

ENGINEER'S RECOMMENDATION

03	BARNHARDT & PLATT INC SALEM 97308	191,700.00 *
04	F G SCOTT CONSTRUCTION COMPAN SALEM 97303	196,984.00
05	ROSS BROS CONSTRUCTION INC SALEM	197,208.00
06	FRANK WISNOVSKY & STAN SESAR JACKSONVILLE 97530	199,890.00
07	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	212,382.00

*Bidder will not accept award of more than two contracts at this letting.

3.4% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION	
Contract amount	$ 181,870.00
Additional anticipated items:	
Subtotal	$ 181,870.00
	6,184.15
Contingencies and engineering	16,368.30
Subtotal	$ 206,422.45
Credit for maintenance rock	.00
Total	$ 206,422.45

ENGINEER'S RECOMMENDATION

Deputy State Highway Engin

OSR
Jackson Co

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Little Butte Creek Bridge
Highway: OS 1500 (1) Agate Road
County: Jackson
Prefix: 215-1932
Res. Engr:

Date April 7, 1976
Ten Year Traffic Coefficient 7.5
18 kip s.a. per day 55.5
R value 11
Frost Penetration - - - -
CBE Total Requirement 23.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0"
4.0"	A.C.	8.0"
11.0"	A.B.	11.0"
17.0"		23.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
COUNTY & CITY SECTION
APR 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

8345 15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Little Butte Creek Bridge
Highway: OS 1500 (1) Agate Road
County: Jackson
Prefix: 215-1932
Res. Engr:

Date April 7, 1976
Ten Year Traffic Coefficient 7.5
18 kip s.a. per day 55.5
R value 11
Frost Penetration - - - -
CBE Total Requirement 23.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0"
4.0"	A.C.	8.0"
11.0"	A.B.	11.0"
17.0"		23.0"

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
APR 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9345

Jackson Co

FORM 81 714 1030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

March 31, 1976

FROM: Donald E. Keyes
Location Liaison Engineer

TO: FILE

SUBJECT: Determination of Need for Corps Permits for:

Malheur River (Russell) Bridge
Lostine River (Wolfe) Bridge
Deford Creek Bridge
Little Butte Creek Bridge

On March 29 I talked to Mr. Roy Schram of the Portland District, Corps of Engineers, by telephone about the need for a Corps permit for the construction of the Deford Creek Bridge in Linn County and the Little Butte Creek Bridge in Jackson County. It was determined that neither of the streams would be considered primary tributaries to traditional navigable waters and would not require permits.

On March 30 I talked to Mr. Clarence Van Scotter of the Walla Walla District, Corps of Engineers, about permits for the Malheur River (Russell) Bridge and the Lostine River (Wolfe) Bridge. The Lostine River is not considered a primary tributary and that project will not need a permit. Mr. Van Scotter requested that drawings of our proposed construction on the Malheur River Bridge and a letter requesting a determination of need for a permit be sent so that he could confer with his supervisor. He will get an answer for us as soon as possible.

These projects are on the April 29 bid letting schedule.

DEK:mc

cc J. H. Versteeg
W. J. Hart

1 Versteeg
Olson
2 Christensen
Scott
copy Swenson
Savage
copy Trout

RECEIVED
APR 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up
Other

Jackson Co
File OSR
4 FAS 15-107

MEMORANDUM TO THE FILES

DATE: January 30, 1976

FROM: D. N. Harwell
County-City Engineer

RE: Jackson County

Thursday, January 15, 1976, I met with Jackson County Assistant Public Works Director, Mr. Bill Gaddis. We discussed the Agate Road Bridge which is an Off-System project. Mr. Gaddis expressed his appreciation for those changes and modifications that were made relative to the design, cost estimates, etc., on this particular project, and was very appreciative we had designed this structure to compensate for the width desired for their future widening of the road adjacent to the structure. He thought this particular design could be used in the future on many of their facilities and related facilities throughout the state. We was very complimentary to our bridge design people, and did again, as I say, appreciate the effort put forth by State Highway personnel.

Another matter discussed was that of the Head Road-Airport Road FAS-C project regarding a supplemental request that the state acquire any rights-of-way needed for this project. Previous estimates show some $50,000 needed for this right-of-way acquisition which has since been updated to some $90,000. County had anticipated acquiring this right-of-way with 100 percent funds, and now they have determined that for $90,000 they had best attempt to get this program with federal aid. The request has since come directly to Region 3, submitted directly to our Region Right-of-Way people, further submitted to Salem Right-of-Way, and now is, or will be in the very near future, in the hands of Buz Swan, our Programming Engineer, who will submit it to FHWA for review, consideration and possible approval.

Mr. Gaddis asked that status of the highway classification, and I told him it was on its way to the Transportation Commission and FHWA for final approvals, after which we would be back to the counties with those maps showing the revised system; and at that time, if they had any concerns or individual questions, they should contact our people who would discuss with them future funding capability of any streets or roads affected by the classification.

DNH:sch

cc: Region 3

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Rulison ~~DSR~~

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

Jackson Co

DEPARTMENT OF PUBLIC WORKS

January 6, 1976

Walter J. Hart, Bridge Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon, 97310

RE: Little Butte Cr. (Agate Rd.) Br.
Bridge #16269

Dear Mr. Hart,

Your proposed design for subject structure, as shown on drawing 31126, has been received and reviewed.

The County concurs with this proposal and urges that you continue with final plans and specs in anticipation of an early summer contract.

Very truly yours,

Robert J. Carstensen

By
Wm. J. Gaddis
Deputy Director

RECEIVED
COUNTY & CITY SECTION
JAN 1? 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

WJG:bro

Copy: Glen Clark, F.A. Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Dee - circulate
File - copy to Rulison
Glen

PROJECT MANAGEMENT

JAN 12 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

OSR
Jackson Co

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 16269

January 2, 1976

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Attention Mr. Bill Gaddis

Dear Mr. Carstensen:

Little Butte Cr. (Agate Rd.) Bridge
Bridge 16269

Here are two prints of drawing 31126, which depicts our proposed design for the subject structure. Our estimate for this project (30'-6" roadway) is $230,000. This cost includes 20% for engineering and contingencies, but does not provide for the removal of the existing bridge, the A.C. wearing surface, or any roadwork.

An alternate plan, with a 27'-6" roadway, using prestressed slab approach spans with a prestressed beam and poured-in-place deck main span was estimated to cost $237,000.

We are making this submittal at this time for your comments and/or approval.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

PMO:dh
Attachment

cc H. A. Schell /w/ attach.
Alfred Shirley /w/ attach.
George Hopkins
D. N. Harwell

RECEIVED
COUNTY & CITY SECTION
JAN 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

~~Rulien~~ OSR Jackson Co

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 22, 1975

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This is to advise that all Off-System Roads Program projects have been reviewed and re-evaluated. As a result of this review, all available funds have now been totally reserved. There will not be any funds for overruns or any other contingencies.

Your Agate Road Bridge replacement project over Little Butte Creek, Project No. OS-1500(1), has now reserved funds of $245,000. This includes federal funds (78%) and local match (22%).

If the project overruns this cost, the local agency will be required to reduce the project in cases of roadway projects or stand 100% of the overrun in the case of bridges.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L. W. Rulien
George Thornton
Keith Martin

RECEIVED
COUNTY & CITY SECTION
DEC 26 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

OSR
Jackson Co.

December 19, 1975

Mr. Robert J. Carstensen
Director of Public Works
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

In response to your letter of December 5, 1975, and confirming your telephone conversation of this morning with Don Harwell, we have adjusted the Off-System funds to $245,000 for the Little Butte Creek structure on Agate Road.

Our estimate is based on a structure design estimated at $229,000 and removal of the existing structure estimated to cost $16,000.

You may wish to perform the structure removal with county forces and at county expense to insure that funds are adequate to cover construction costs on the bridge.

The Off-System funds have now been totally reserved for existing projects and any costs in excess of the $245,000 (including all engineering) will have to be financed by Jackson County.

We appreciate your continued support and cooperation in dealing with difficult highway problems.

HAPPY HOLIDAYS!

Very truly yours,

G. N. Hopkins
Project Development Engineer

for

L. W. Rulien
Project Management Engineer

GNH:mm

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ LPE ☐ CE ☒ RE ☒ RPE ☐

OSR
Jackson Co

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

December 15, 1975

Donald N. Harwell
County & City Engineer
State Highway Building
Salem, Oregon 97301

RE: Off-System Project
Agate Road (Little Butte Cr.)
Bridge, Jackson County

Dear Mr. Harwell:

From our recent telephone conversation it is my understanding that the state and federal entities involved would consider financing for subject structure based on a roadway width less than the traditional 32 feet.

It is also understood that a substantial amount could be reduced from the State's preliminary cost estimate of $262,000.00 by eliminating one panel width from the present 32-foot wide design.

This will confirm that the County concurs with the proposal to lessen the design width to approximately 28 feet. We request that the State continue with preparation of final plans in anticipation of a spring, 1976 contract.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By Wm. Gaddis
Wm. J. Gaddis
Deputy Director

12-18-75
Send Copy to L. Wallace - Br. Des.
H
12/18/75
-mm

WJG:bro

Copy: Glen Clark, Regional F. A. Engineer
P. O. Box 1128
Roseburg, Oregon 97470

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

FIRST ROUND - 27 PROJECTS

Received in 1975: Federal Funds $4,678,615
Total OSR Funds $5,998,224

OFF SYSTEM ROAD FUNDS PROJECT REQUESTS 12/10/75

	Date Rcd	Local Agency	Type of Project-Who Is to Perform Eng'ring	Project No.	Est. of Cost	Accumulated Cost	Section
1-1	5/23/75	Marion County	Eng'ring by County. Grade-base-pave.	OS-2400(1)	$430,500	$ 430,500	Champoeg Rd-Case Rd on Giesy-Yergen Rd. (No Strs.)
1-2	~~6/13/75~~	~~Wallowa County~~	~~Eng'ring by consultant. Grade-base-pave.~~	~~OS-3200(1)~~	~~150,000~~	CANCELED	~~Enterprise Land Fill on Ant Flat Road~~.
1-3	6/13/75	Jackson County	Eng'ring by County and State. One bridge.	OS-1500(1)	105,600	536,100	Little Butte Creek (Agate Road) Bridge. Str
1-4	6/14/75	Tillamook Co.	Eng'ring by consultant. Bridge.	OS-2900(1)	450,000	986,100	Tillamook River (Burton) Bridge. Str
1-5	6/16/75	Mt. Angel	Eng'ring by State. Grade-base-pave.	OS-2401(1)	92,000	1,078,100	Main St. to railroad tracks on Marquam Street. SCA
1-6	6/16/75	Prineville	Eng'ring by consultant. Grade-base-pave & structure.	OS-0701(1)	78,200	1,156,300	S. Court from E. 4th to E. 6th; S. Dunham from E. 5½ St. to E. 5th; and E. 5½ St. from S. Court to Elm Street. GP, St.
	6/16/75	Clatsop County	Eng'ring by County. Grade-base-pave.	OS-0400(1)	300,000	1,456,300	and S. Fork N. Fork/Klaskanine River (Olney Cut-off) Bridges. 2-Strs
1-8	6/19/75	Washington Co.	Eng'ring by County. Bridge.	OS-3400(1)	241,800	1,698,100	McKay Creek (West Union Rd) Bridge. Str
1-9	6/20/75	City of John Day	Eng'ring by consultant. Grade-base-pave & structure.	OS-1201(1)	100,000	1,798,100	Canyon Creek (NW 3rd Avenue-John Day) Bridge Str.

FIRST ROUND

OFF SYSTEM ROAD FUNDS PROJECT REQUESTS

	Date Rcd	Local Agency	Type of Project-Who Is to Perform Eng'ring	Project No.	Est. of Cost	Accumulated Cost	Section
1-10	6/23/75	Scio	Eng'ring by consultant. Grade-base-pave-curb.	OS-2201(1)	$ 98,000	$ 1,896,100	NW 1st Ave.-NW 4th Ave. on NW Beech Street (Scio).
1-11	6/23/75	Linn County	Eng'ring by consultant. Bridge.	OS-2200(1)	225,000	2,121,100	Sodom River (Linn West Rd) Bridge. St
1-12	6/25/75	Richland	Eng'ring by consultant. Grade-base-pave.	OS-0101(1)	61,000	2,182,100	1st to 2nd on Vine; Vine to Main on 2nd; 1st, 2nd, & 3rd from Main to Valley Street.
1-13	6/27/75	Rainbow Lane Rd District	Eng'ring by consultant. Grade-base-pave.	OS-3401(1)	100,000	2,282,100	Rainbow Road Loop. ?
1-14	7/1/75	Heppner	Eng'ring by consultant. Grade-base-pave & structure.	OS-2501(1)	100,000	2,382,100	Willow Creek (Morgan Street-Heppner) Bridge. SCA
1-15	6/27/75	Clatskanie	Eng'ring by State. Grade-pave.	OS-0501(1)	100,000	2,482,100	SCL to 6th Street on Nehalem Street, and Nehalem Street to Haak Street on 3rd. ?
1-16	7/1/75	Crook County	Eng'ring by County. Grade-base-pave.	OS-0700(1)	500,000	2,982,100	Ochoco Hwy to Old Dry Creek Road on Mill Creek Road.
1-17	7/3/75	Milton-Freewater	Eng'ring by consultant. Grade-drain-base-curb & pave.	OS-3001(1)	70,000	3,052,100	Dehaven Street to South Elizabeth St. on SW 6th Ave.
1-18	7/3/75	Klamath Co.	Eng'ring by County and State. Grade-base-pave.	OS-1800(1)	300,000	3,352,100	Hildebrand-Forest Service Boundary Section of Squaw Flat Road.
1-19	7/14/75	Elgin	Eng'ring by consultant. Grade-pave-structure.	OS-3101(1)	100,000	3,452,100	Elgin By-pass. Str, ?
1-20	7/14/75	Ironside Road District #5, Malheur Co.	Eng'ring by consultant & BLM. Grade-pave.	OS-2301(1)	35,000	3,487,100	Shasta Creek Section. ?

FIRST ROUND

OFF SYSTEM ROAD FUNDS PROJECT REQUESTS

	Date Rcd	Local Agency	Type of Project-Who Is to Perform Eng'ring	Project No.	Est. of Cost	Accumulated Cost	Section
1-21	7/15/75	Morrow County	Eng'ring by consultant & RR. RR Xing signal.	OS-2500(1)	$ 50,000	$ 3,537,100	UPRR Xing (Patterson Ferry Road).
1-22	7/16/75	Canby	Eng'ring by consultant. Grade-pave.	OS-0301(1)	100,000	3,637,100	N. 2nd Ave., N. 3rd Ave., & Juniper Street. ?
1-23	7/28/75	Lane County (Safety)	Eng'ring by County. Grade-base-pave.	OS-2000( )	500,000	4,137,100	Siuslaw Hwy - MP 7.0 Section, N. Fork Siuslaw Road.
4	7/28/75	Clackamas Co.	Eng'ring by consultant. Bridge.	OS-0300( )	470,000	4,607,100	Tualatin River (Weis) Bridge, St Petes Mountain Road.
1-25	7/28/75	Douglas Co.	Eng'ring by consultant. Bridge.	OS-1000( )	345,000	4,952,100	S. Umpqua (Gazley) Bridge St. Section.
1-26	8/4/75	Coquille	Eng'ring by consultant. Grade-base-pave.	OS-0600( )	100,000	5,052,100	Collier Street, 10th to 16th. ?
1-27	8/7/75	Grant County	Eng'ring by consultant. Grade-pave-structures.	OS-1200( )	500,000	5,552,100	Oxbow Section of Middle Fork John Day River Road.

cc: J. H. Versteeg
L. W. Rulien
A. Shirley, w/att.

OFF SYSTEM.
FAS-C
Jackson C.

December 5, 1975

Mr. Bob Carstensen, Director
Department of Public Works
Jackson County
200 Antelope Road
White City, Oregon 97501

RE: FAS-C and Off-System

Dear Bob:

Referring to our telephone conversation Thursday, December 4, relative the matter of price escalation on the FAS-C Head Road-Airport Road project, I am enclosing a copy of the original estimate of approximately $844,000 dated July 1973 and a copy of an updated estimate of October 1975 in the amount of approximately $1,466,000. This reflection is in unit prices and quantities.

The other matter of the Off-System project on Little Butte Creek Bridge of Agate Road has been discussed further and based on the $105,600 request submitted, we have presented same to FHWA. This is based on only some $4.6+ million available statewide with equal treatment to all entities submitting project requests. The project, if additional appropriations are granted by Congress, could be updated and funding supplemented in future allocations after all eligible has had opportunity to apply.

Sorry I cannot be more encouraging. If, after you review the plans and estimates, you have further questions and concerns please feel free to write to contact this office.

Very truly yours,

D. H. Harwell
County-City Engineer
Project Management Section

DHH:sch

Enclosures

July-1973

OREGON STATE HIGHWAY DIVISION
HEAD ROAD - AIRPORT ROAD SECTION
BIDDLE ROAD (FAS 15-107)
JACKSON COUNTY

Sheet 1 of 2

ESTIMATE OF COST

Item	Unit	Total Quantity	Unit Price	Amount
1. Temporary Protection and Direction of Traffic	All	All	Lump Sum	9,032.00
2. Mobilization	All	All	Lump Sum	32,300.00
3. Clearing and Grubbing	All	All	Lump Sum	10,000.00
4. Removal of Structures & Obstructions	All	All	Lump Sum	3,000.00
5. Ditch Excavation	Cu. Yd.	1,450	3.00	4,350.00
6. General Excavation	Cu. Yd.	64,270	1.00	64,270.00
7. Trench Excavation	Cu. Yd.	3,310	5.00	16,550.00
8. Finishing Roadbed & Slopes	Mile	1.17	3,000.00	3,510.00
9. Watering	M-Gal	380	3.00	1,140.00
10. Aggregate Base	Ton	11,170	3.00	33,510.00
11. ¾"-0 Aggregate Base	Ton	1,388	3.25	4,511.00
12. Cement Treated Base	Ton	25,110	5.50	138,105.00
13. Portland Cement in C.T.B.	Ton	1,380	35.00	48,300.00
14. Asphalt in Seal Coat	Ton	74	90.00	6,660.00
15. Aggregate in Prime Coat	Cu. Yd.	100	6.85	685.00
16. RC-250 Asphalt in Prime Coat	Ton	16	100.00	1,600.00
17. Class "B" Asphalt Concrete Mixture	Ton	12,890	7.00	90,230.00
18. Asphalt Cement in Mixture	Ton	830	45.00	37,350.00
19. 12-inch Culvert Pipe	Lin. Ft.	740	4.50	3,330.00
20. 18-inch Culvert Pipe	Lin. Ft.	400	6.50	2,600.00
21. 24-inch Culvert Pipe	Lin. Ft.	1,208	8.75	10,570.00
22. 30-inch Culvert Pipe	Lin. Ft.	120	11.85	1,422.00
23. 10-inch Sewer Pipe	Lin. Ft.	250	4.30	1,075.00
24. 12-inch Sewer Pipe	Lin. Ft.	2,250	5.00	11,250.00
25. 15-inch Sewer Pipe	Lin. Ft.	1,340	6.00	8,040.00
26. 18-inch Sewer Pipe	Lin. Ft.	400	8.00	3,200.00
27. 36-inch Sewer Pipe	Lin. Ft.	1,420	23.00	32,660.00
28. 10-inch Siphon Pipe	Lin. Ft.	570	5.00	2,850.00
29. 12-inch Siphon Pipe	Lin. Ft.	155	6.00	930.00
30. Extra for Pipe Under Pavement	Lin. Ft.	26	5.00	130.00
31. Concrete Manholes	Each	7	400.00	2,800.00
32. Concrete Diversion Box	Each	1	500.00	500.00
33. Concrete Inlets, Type CG-1	Each	19	200.00	3,800.00
34. Concrete Inlets, Type CG-2	Each	14	220.00	3,080.00
35. Concrete Inlets, Type G-2MA	Each	3	325.00	975.00
36. Concrete Junction Box	Each	1	300.00	300.00
37. Concrete Settling Basins	Each	2	500.00	1,000.00
38. Concrete Siphon Boxes	Each	4	375.00	1,500.00
39. 8-inch Perf. Pipe	Lin. Ft.	360	3.30	1,188.00

ESTIMATE OF COST (Cont'd)

Item	Unit	Total Quantity	Unit Price	Amount
40. Special Filter Material	Cu. Yd.	90	12.00	1,080.00
41. Type 2 Fence	Lin. Ft.	10,380	0.65	6,747.00
42. Gates - 16'	Each	2	300.00	600.00
43. Concrete Curbs	Lin. Ft.	12,650	3.10	39,215.00 13,7
44. Extra for Asphalt Approaches	Each	15	75.00	1,125.00
45. Loose Rip Rap	Cu. Yd.	11	20.00	220.00
46. Adjusting Manholes	Each	2	250.00	500.00
47. Metal Trash Rack	Each	2	150.00	300.00
48. 10-inch Metal Slide Valve	Each	4	90.50	362.00
49. 12-inch Metal Slide Valve	Each	1	100.00	100.00
50. Traffic Signals	All	All	Lump Sum	30,000.00
Total Contract Bid Items				678,552.00

Additional Anticipated Items

Adjustment of Mail Boxes	Each	5	35.00	175.00
Flagging	All	All	Lump Sum	4,500.00
Adjust Irrigation Facility Sta. 67+60	All	All	Lump Sum	2,800.00
Adjust Irrigation Facility Sta. 76+08	All	All	Lump Sum	2,200.00
Adjust 30-inch Water Main	All	All	Lump Sum	14,800.00
	Sub-Total			703,027.00
	Engineering & Contingencies (20%)			140,605.00
	GRAND TOTAL			843,632.00

GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 4 Sheets

Section [illegible] Rd - Airport Rd
County Jackson
Prefix 515-1927
Highway [illegible] 15-101
Date 10/27/75
Length ______ Miles 1.3 Designer Watson-Mann
Signed ______ Title ______

Grading & Drainage + Surfacing		$ 1,221,334
Surfacing		$
Extra Work		
Adjust Mail Boxes (5)	$ 175	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 175
TOTAL		$ 1,221,509
+20 % Engineering and Contingencies		$ 244,301
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 1,465,810

To [illegible]
11/25/75

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 4 Sheets

Section Head Rd- Airport Rd
Highway FAS 15-107 County Jackson Prefix
Length Miles Designer Date

Prelim Plans
10/28/75 Layton

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization —	8%	—			90,500
Temporary Protection & Direction	L.S.	All		—	10,000
Temporary Signs	Sq. Ft.	240		9.50	2280
Flagmen	hr	300		14.50	4350
Clearing & Grubbing	All				15,000
Removal of Structures & obstruction	All				3,500
Ditch Excavation	C.Y.	3300		5.00	16,500
General Excavation	C.Y.	54,020		3.50	189,070
Overhaul	"C" Yd sta.	2700		0.40	1,080
Trench Excavation	C.Y.	2810		6.50	18,265
Finishing Roadbed & Slopes	Mile	1.55		3,000.00	4,650
Watering	M-Gal	145		10.00	1,450
1"-0 Aggregate Base	C.Y.	1060		9.00	9,540
Aggregate Shoulder Mat'l	C.Y.	1350	Use 9.00	9.50	12,825
Cement Treated Base	TON	27,800		7.50	208,500
Portland Cement in CTB	TON	1530		75.00	114,750
Asphalt in Seal	TON	130		120.00	15,600
Cl "C" Asph. Conc.	TON	12,400		9.50	117,800
Asphalt in Mix	TON	810		95.00	76,950
Asphalt in Tack Coat	TON	5		130.00	650

TOTAL 913,260 ~~822,760~~

1,130,834
90,500
1,221,334

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 4 Sheets

Section Head Boat - Rupert B.C.
Highway ______ County ______ Prefix ______
Length ______ Miles ______ Designer ______ Date ______

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
10" Culvert Pipe	Lin. Ft.	102		8^{50}	867
12" Culvert Pipe	" "	412		9^{00}	3,708
18" Culvert Pipe	" "	242		12^{50}	3,025
30" Culvert Pipe (Arch Type)	" "	124		19^{00}	2,356
36" Culvert Pipe (Arch Type)	" "	112		25^{00}	2,800
Extra for Pipe Under Pvmt.	" "	25		12^{00}	300
8" Sewer Pipe	" "	70		6^{50}	455
12" Sewer Pipe	" "	1200		9^{00}	10,800
15" Sewer Pipe	" "	1070		12^{00}	12,840
18" Sewer Pipe	" "	24		17^{00}	408
30" Sewer Pipe	" "	1320		34^{00}	44,880
36" Sewer Pipe	" "	1000		43^{00}	43,000
Concrete Manholes	each	8		700^{00}	5,600
Reconstruct Manhole	each	1		450^{00}	450
Concrete Inlets CG-1	each	30		425^{00}	12,750
Concrete Inlets G-2MA	each	3		575^{00}	1,725
Special Inlets	each	2		650^{00}	1,300
Diversion Box	each	1		550^{00}	550^{00}
Siphon Box	each	4		450^{00}	1,800
10" Siphon Pipe	Lin. Ft.	530		9^{50}	5,035
12" Siphon Pipe	Lin. Ft.	140		11^{00}	1,540
6" Drain Pipe	Lin. Ft.	110		5^{50}	605

TOTAL 156,794

1,010,054

O ON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 4 of 4 Sheets

Section Head Rd - Airport Rd
Highway
County
Prefix
Date
Length
Miles
Designer

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
8" Drain Pipe	Lin Ft	220		6^{50}	1,430
Special Filter Mat'l in Drains	C.Y.	120		15^{00}	1,800
Guard Rail, Type 2	Lin Ft	25		10^{00}	250
Guard Rail, Type 2A	Lin Ft	250		12^{00}	3,000
Guard Rail, Type 3	Lin Ft	50		20^{00}	1,000
Guard Rail Anchors, Type I	each	2		350^{00}	700
Guard Rail End Pieces, Type A	each	2		30^{00}	60
Guard Rail End Piece, Type C	each	2		130^{00}	260
Special Bridge Conn.	each	2		325^{00}	650
Type 2 Fence	Lin. Ft.	8800		1^{60}	14,080
Gates - 16'	each	3		350^{00}	1,050
Gates - 14'	each	2		400^{00}	800
Concrete Curbs	C.Y.	670		110^{00}	73,700
Conc. Driveways	Sq. Yd.	176		12^{50}	2200
Class 3300-1½ Conc.	C.Y.	42		175^{00}	7,350
Reinforcement	lbs.	2400		0^{50}	1,200
Loose Rip Rap (class 100)	C.Y.	15		35^{00}	525
Paved End Slopes	each	1		225^{00}	225
Extra for Approaches	each	10		100	1000
Traffic Signals	L.S.	All		—	40,000

TOTAL 151,780

1,005,334
1,221,334

[illegible]-8-75

				Req't
Till.	[illegible]	[illegible] [illegible] [illegible]	[illegible]	$[illegible],000
Prineville	[illegible]	[illegible]	[illegible]	75,000
Clatsop	[illegible]	[illegible] 75,000 [illegible]	[illegible]	[illegible]
Wash	[illegible]	218,000	[illegible]	291,700
Lane	[illegible]	75,000	[illegible]	225,000
Multnomah	[illegible]	[illegible]	[illegible]	[illegible],000
Douglas	[illegible]	[illegible],000	30 x [illegible]	345,000

430,500			
265,000	S	✓	
450,000	=	Tillamook	173,000
92,000			
100,000 ~~78,200~~	S	Prineville	64 x 150,000
300,000	S	Clatsop	
241,800		Wash.	
98,000			
225,000	S	Linn	
61,000			
70,000			
300,000			
35,000			
75,000			
470,000	S	Clack	500,000 ±
16 345,000	S	Douglas	320,000
3,536,500		261,724 = 7.40%	

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

December 5, 1975

L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

As you will recall, Jackson County submitted among the first applications for "Off-System" projects. Two projects were submitted with estimates as follows:

Agate Road Bridge	$105,600.00
Crowfoot Road Bridge	$180,000.00

This was in the infancy of the "off-system" program and not much was really known about how the program would function.

As knowledge of the "off-system" program grew, more counties submitted projects and a policy was made to the effect that only one project would be allowed per county on a first come, first serve basis. We accepted this and elected to only apply for the Agate Road Bridge for the first go-around.

Since the program was new and Jackson County wished to get in early, we made an early estimate on the basis of providing a substantially shorter span for the Agate Road Bridge with an estimate of $150,000.00. When the application was prepared, the figure of $105,600.00 was inadvertantly typed in. This error was subsequently recognized, but we took no action to correct it as never before have we been held in a position that a preliminary estimate would be the basis upon which the final construction funds would be allowed. We discussed this error in our original estimate with Glen Clark and Bud Shirley on a casual basis and none of us felt that it was important enough to worry about because the final design and estimates would be the governing factor and there was no reason to feel that the difference of $45,000.00, of which 22% would be County responsibility would jeopardize the project. Even as late as December 4, 1975, Mr. Don Harwell was of this same opinion.

Not until a copy of your letter of November 18th to G. L. Green was brought to our attention did we or the highway officials with whom we have been in contact realize the preliminary estimate would be adhered to as the fixed amount of federal participation.

Geo-Review & discuss /R

DEC - 9 1975
REMARKS:

To make matters worse, the design for the Agate Bridge as now being prepared by the State may go above $200,000.00. Our original estimate of $150,000.00 was based on the actual cost of similar bridge construction just completed for Jackson County wherein we built a full standard concrete prestressed bulb tee structure 120 feet in length for approximately $89,300.00, thus supporting $150,000.00 as a reasonable estimate.

Had we had any inkling that the erroneous $105,600.00 estimate would create the problem which now exists, we would have immediately taken steps to correct it. The correction would have been to the proper original estimate figure of $150,000.00. Had we done this we would still be faced with the same problem of inadequate funding for the final construction cost of the bridge.

Jackson County was to be funded an "off-system" project on a first come, first serve basis, not an amount equal to a preliminary estimate for a project.

Please review this matter in light of the foregoing explanation as it affects us very seriously and may affect other counties' "off-system" projects as well.

Very truly yours,

Robert J. Carstensen

Robert J. Carstensen
Director of Public Works

RJC/pb

cc: G. L. Green
Division Adm. FHWA

Glen Clark
Federal Aid Engineer

Don Harwell
City-County Engineer OSHD

Jackson County Board of Commissioners

Rulien
OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
December 3, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Jackson County's Agate Road Bridge Replacement Project
Off-System Roads Program
No. OS-1500(1)

As a matter of courtesy, a copy of Mr. Rulien's letter of November 18, 1975, to Mr. Green, Division Administrator, FHWA, was sent to Jackson County to advise them of the current status of their subject project.

Mr. Gaddis, Deputy Director of the Jackson County Public Works Department, telephoned December 3, 1975, and asked how firm was the $105,600 project cost referred to in the last paragraph.

After conversation with the Project Management Section, Mr. Gaddis was advised that this was firm within a small margin and that if no further funding is forthcoming for this program, any substantial overrun would be borne 100% by the county.

It was explained that the 25 projects now funded utilized the $4.6 million allocated to Oregon.

He was advised that if additional funding becomes available by Congressional action and after all counties and cities have had a chance for their first project and funds remained, Jackson County could apply for a supplemental amount.

Jackson County is also the only county with a valid second application on record.

Harney,
&
Columbia

GLC/dt

cc: L. W. Rulien
George Thornton
Keith Martin

Hal - is this correct?

RECEIVED
COUNTY & CITY SECTION
DEC 8 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DEC 5 1975

83 [illegible]

12-3-75

75

U. S. DEPARTMENT OF TRANSPORTATI EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F AL AID PROJECT NO.
OS-1500(1)

STATE PROJECT NO.
Little Butte Creek

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
Mr. G. L. Green, Division Administrator

PROGRAM NO.

M NO.
OS-9

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
December 3, 1975	December 3, 1975	Non-Federal-aid County Road

GENERAL LOCATION:
Little Butte Creek (Agate Road) Bridge Section 3 miles SW of Eagle Point

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering - Construct one bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total cost of $4,400 - Federal funds $3,342
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 3, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's November 18, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $101,200 Federal funds $78,936 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
Dec. 3, 1975	CR Burghardt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	12-3-75
BY (Signature)	L. W. Rulien's November 18, 1975 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

~~STAGE~~XXX ITEM NOS. ____ THRU ____		~~STAGE~~XXX ITEM NOS. ____ THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	Location	Work
9	OS-1500(1)	0.10	105,600	82,368	Little Butte Creek (Agate Road) Bridge Jackson County State of Oregon	Preliminary Engineering and construct one bridge

DEC 9'75
REFER TO
FOR

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-3-75	C K Burghardt for G. L. Green, Division Administrator

** Program approval ~~or other authorization to proceed with a Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

-83145 13

December 1, 1975

Jackson County Board
of Commissioners
Courthouse
Medford, OR 97501

Attn: Harry Chipman
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5509

Gentlemen

Attached for your files is a fully executed copy of an agreement covering an Off-System Road Project on the Little Butte Creek Bridge Section of Agate Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

Form E-39 (Rev. 9-71)

OSR
Jackson Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Little Butte Creek Bridge

Highway Agate Road (County) Off-System

County Jackson

Date November 26, 1975

Authorization No. 1

Survey Prefix 215-1932 (Assigned by Salem office)

Description of termini, route, length, etc.: Agate Road crossing of Little Butte Creek, NE¼ of Sec. 7, T. 36 S., R. 1W, W.M.

RECEIVED
COUNTY & CITY SECTION
DEC 11 1975
☐ ENGR. ☐ COOR. ☑ UE ☒ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey: To monitor and review plans, specifications and estimates for construction of a replacement bridge. The P.S.& E. to be accomplished by Jackson County.

Estimate of cost:	Field	901	500
	Plans	905	200
	Bridge	906	500
	Prog. Mgt	920	100
	Specifications	921	200
	Environmental	923	100

OS-1500(-)

Total estimated cost of survey $ 1,600

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Field Engineer

Recommended for Approval: J. K. Wilson
Regional Engineer

Recommended for Approval: Victor E Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer
BEN GIFFORD

OFFICE ENGINEERING SECTION
P. E. APPR. 12-3-75
FED. AID OS STATE

SP*23604-734

8325

15

PRO 6-2

November 18, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-1500(1)

We are submitting program data for one project, Item No. 9, Project No. OS-1500(1), "Little Butte Creek (Agate Rd.) Bridge Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request concurrent with program approval authorization to proceed with all phases of preliminary engineering as programed at an estimated total cost of $4,400 with Federal funds of $3,432.

It is understood your approval of the program will result in an obligation of $105,600 in total cost and $82,368 in Federal funds.

Enclosure

CL:md

cc: Alfred Shirley (Region 3)

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

November 18, 1975

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 3 mi. S.W. of Eagle Point	ADT	PRESENT DHV 100 850	FUTURE 1,300	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS- NUMBER 1500

CARD

CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads

NAME OF URBAN AREA ----

COUNTY NAME Jackson

COD 029

ROUTE NO. FEDERAL-AID Non STATE Co. Rd. U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53	Co. Rd., 3 mi. S.W. of Eagle Point	(54) (58)	(59) (66)	(67) (76)		
5					PE			0.10	4,400	3,432		968 (Co.)
5					ROW							
5					CONST (CODE) X021		"Little Butte Creek (Agate Rd.) Bridge Section"	0.10	101,200	78,936		22,264 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.10	105,600	82,368		23,232 (Co.)
1	14	PROGRAM APPROVAL DATES						

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

November 18, 1975

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, 3 mi. S.W. of Eagle Point		DHV 100 850	1,300	95	10	Oregon	41	627	9

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
								OS-	1500	(1)		

tion 219) Off-System Roads

COUNTY NAME	CODE	PROGRAM STAGE
Jackson	029	☐ 1 OR ☒ XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	Co. Rd.	----

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., 3 mi. S.W. of Eagle Point	0.10	4,400	3,432		968 (Co.)	P.E. all phases; Construct reinf. conc. bridge (L-260'), Gr. & pave. approaches, remove existing str. & install guardrail.
T		"Little Butte Creek (Agate Rd.) Bridge Section"	0.10	101,200	78,936		22,264 (Co.)	ROW - 60' normal; Access Control-none; Parking Restrictions-none.
	CL	PROJECT TOTALS	0.10	105,600	82,368		23,232 (Co.)	

DATES

REMARKS

-Over-

USCOMM DUBCOMM-DC 48008-P61

LITTLE BUTTE CREEK (AGATE RD.) BRIDGE SECTION

PROJECT NO. OS-1500(1)

Existing Facility: Existing bridge is a steel thru truss 110 feet 5 inches in length with 8 wooden approach spans totaling 186 feet having an overall combined length of 296 feet 5 inches with a 20-foot roadway.

Adjacent Sections: Roadway consists of 20-foot oilmat surface on each side.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing structure and construct on existing alignment, one reinforced concrete bridge 260 feet in length having a roadway width of 32 feet with a 3-foot sidewalk on the downstream side.

Grade, drain and pave approach roadway at each end and install guardrail.

NOTE: Portions of the preliminary and construction engineering will be performed by Jackson County forces with review and contracting by State forces.

System Action, Railroads, Airports, Water Developments, Historical & Recreational Areas: None involved.

Exceptions to Minimum Standards: None

IM 50-1-70 Requirements: Exempt from State and District 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 10, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Route Data: This is a farm to market road, school bus, mail and log hauling route.

NOTE: This project is in Congressional District No. 4.

8-4-15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
November 13, 1975

FROM: for L. W. Rulien
Project Management Engineer

SUBJECT: PROJECT ASSESSMENT
Agate Road X'ing of Little Butte Creek
Bridge #177
Jackson County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
E. S. Hunter
Date 11-14-75

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 8 : G. T. Thornton

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041DB3

SUBJECT: Oregon Project OS-1500(-)
Bridge #177-Agate Road X'ing of
Little Butte Creek
Agate Road
Project Assessment
JACKSON

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

D. K. Hossner
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 3, Engelmann)
1041EC (Kuenzi)

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
Rulien
FOR

cy [illegible]

BEN GIFFORD

NOV 13 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 8-27-75

A. PROJECT IDENTIFICATION

05-1500 (-)

Name of Project Bridge #177 - Agate Road X'ing of Little Butte Creek
(Section)

Location of Project - Agate Road (Highway Name) Sec. 7 & 8, T.36S., R1W, W.M. (Highway No., US - ORE)

West of Eagle Point (City) Jackson (County) 3 (Region)

Program Off-System (Funding) $105,600.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a structurally deficient bridge. Existing structure is load limited to 15 tons and has only a 20' curb-to-curb width. Timber stringers in the approach spans are cracked and the steel truss is extensively corroded.

Origin and History: The existing bridge was constructed in 1939. The steel truss was "second hand" at that time. The exact age of the truss is now known. The county's plan calls for replacement at the earliest possible date.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 110 feet (296 feet including timber approaches)

Termini N/A

Alignment (new or existing) Same alignment as existing structure.

CATEGORY PROJECT

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 60-foot R/W is adequate.
No R/W required.

Typical Section 32-foot width, curb to curb.

Bikeway No bikeway required.

Structures This application is for a structure.

Additional Facilities None.

Access Control None.

Materials New structure to be reinforced concrete design.
Some borrow material will be required for approaches.

Borrow and Waste Disposal Borrow for approaches will be from existing County quarry located near Brownsboro. No waste anticipated.

Special Construction Methods New concrete abutments and piers to be constructed prior to removing old structure.

Characteristics (ADT) 850 ADT (April 1975). 1020 ADT projected for 1985.
10% truck traffic anticipated.

Other General Information (or Supplemental information to items) This would be a straightforward and uncomplicated bridge replacement with potential impacts limited to the crossing site, the stream and surrounding vegetation.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The structure is to be replaced on the same alignment as the existing.

There is no feasible alternative.

DESIGN ALTERNATIVES:

1. Two span concrete box girder on column bents.
2. Two span concrete box girder on spread footings.

Note: The feasibility of using two of the existing piers in the new construction should be investigated.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type____________ Tentative Date(s)____________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted____________ Date Received____________

Expected Coordination with Local, State and Federal Agencies Will need permit from the State Land Board.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☐ Survey Authorization ____________
☐ Reconnaissance ____________
☐ Field Location ____________
☐ Office Location ____________
☐ Field Prel. Design ____________
☐ Office Prel. Design ____________
☐ Final Design ____________
☐ Contract Plans ____________

FHWA

Status — Date

☐ Systems Planning ____________
☐ Prel. Engineering ____________
☐ Corridor Approval ____________
☐ Design Approval ____________
☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is situated on Little Butte Creek about a mile above its confluence with the Rogue River and about two miles westerly of the City of Eagle Point. The setting is rural, relatively flat bottom land. The soils vary from Agate-Winlow, Provig and Carney on the higher terrace to Winlow, Medford, Newberg, Camas and Cove in the low terrace and flood plain (see attached sketch and USDA Soil Interpretations). The vegetation consists of black cottonwood, scrub oak, willow, blackberries and common weeds, shrubs and grass. Some summer and winter steelhead use this stream with spawning occurring in the early spring and late winter. Cutthroat trout and Rainbow trout are present with spawning occurring in the early spring. The stream characteristics vary from extreme high water during the rainy season to a shallow, slow-moving creek during the summer months. If the construction is done in the summer little, if any, adverse effects can be expected.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) There are no dominant features within the project area. The surrounding area is rural in nature. The nearest residence is 1,500' away, which probably places it beyond impact from construction. The zoning is classified as OSR-20 (Open Space Reserve - 20, acre minimum).

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional R/W required.

Consequences:

2. Estimated Changes in Traffic Patterns:

Will allow weight restriction to be lifted which may result in additional truck traffic.

Consequences:

Should not have much impact since most trucks use Crater Lake Hwy, a parallel route about 1½ miles easterly.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Possible loss of small amount of vegetation in the work area.

Consequences:

Very minimal since the new structure will occupy basically the same location as the existing. Water temperatures may increase slightly from vegetation removal, but not to the degree to significantly affect fishery resources.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None--foundation excavation can be performed outside the stream during the summer months. The old steel truss structure can be easily removed without a debris problem.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Prevention of contamination of stream:
  a) by equipment,
  b) by debris when removing existing structure.

7. Potential for Controversial Issues:

None.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      No conflict.

   b. Noise Standards

      No conflict.

   c. Water Quality Standards

      Potential conflict can be eliminated by effective job special provisions.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

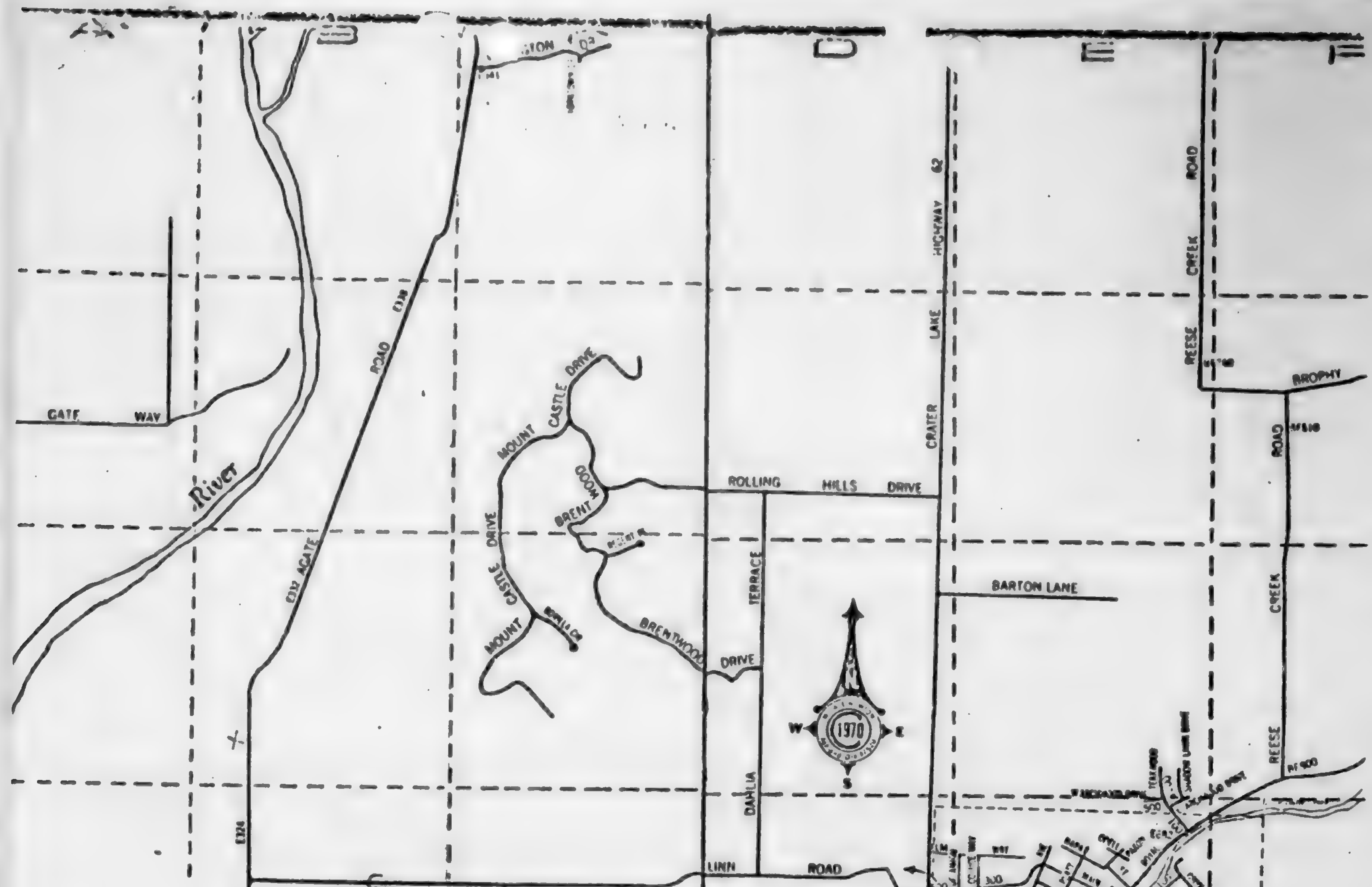
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☒ OTHER Assessment only.



See Map 22 • Stag

BRIDGE NO. 177

Name of Road: Elks-Picnic Ground (Agate R

Over: Little Butte Creek

Location: NE¼ Sec. 7, T 36 S, R 1 W

Date of Construction: Sept. 1, 1939

Job Number: B - 177 -133 & 134

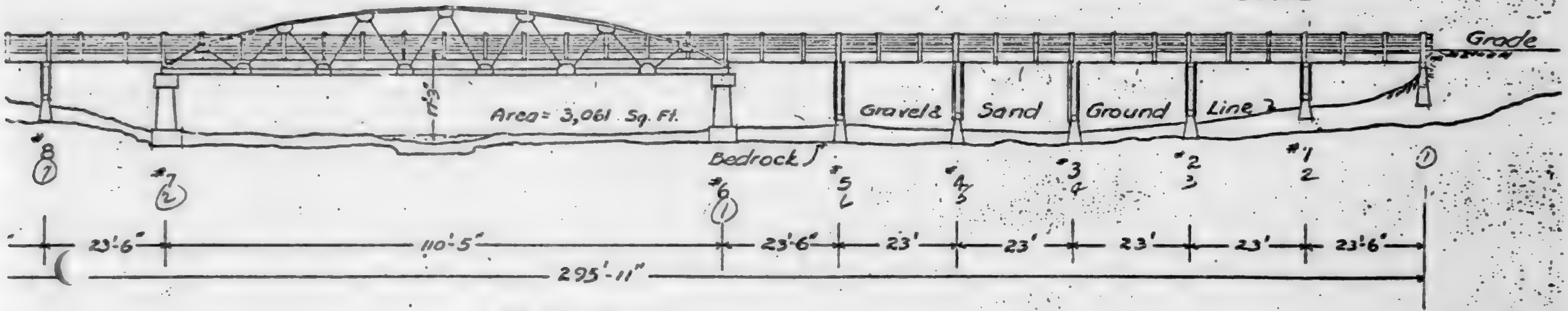
Construction Costs:

Labor:

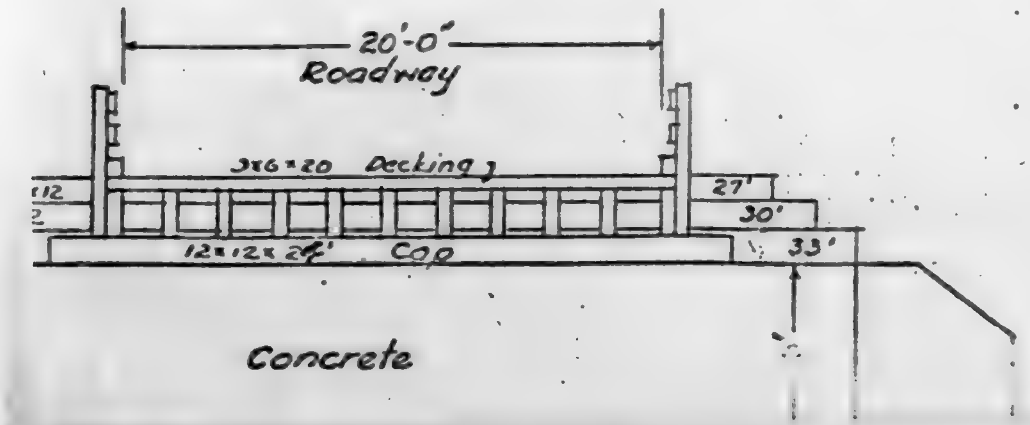
Material:

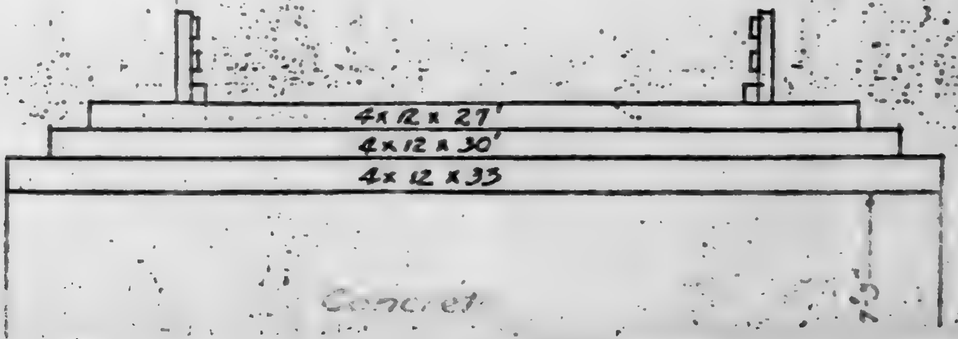
Total

Grading	Labor	845.17
	Material	672.02
Oiling	Labor	45.20
	Material	68.35
Construction	Labor	2,968.43
	Material	4,709.15
Total		$9,308.32



ELEVATION
Scale 1"=30'





FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem
November 12, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project #OS-1500(1)

County: Jackson Section: Little Butte Creek (Agate Road) Bridge

Termini: Approximately 3 miles southwest of the town of Eagle Point

Proposed Work: All phases of preliminary engineering and construct one bridge

Project Length: Approximately 500 feet

Costs	Total	Federal	County
P.E. County	$ 3,000	$ 2,340	$ 660
State	~~1,400~~ 1600	~~1,092~~ 1248	~~308~~ 330
Construction	~~101,200~~	~~78,936~~	~~22,264~~

Existing Facilities: Structure is a steel through truss, 110 feet 5 inches long with 8 wooden approach spans totalling 186 feet the combined length being 296 feet 5 inches with a 20-foot roadway.

Adjacent Sections
North end
- 20-foot oilmat ~~with 2-foot gravel shoulders~~
South end

Project Data: All phases of P.E.
Construct a reinforced concrete bridge approximately 110 feet long with three 50-foot slab span approaches with a 32-foot roadway, 3-foot sidewalks on downstream side, Contractor will also construct the approaches and connections, install guardrail, remove and dispose of the existing bridge and place riprap. Engineering by County

Right-of-Way: 60 feet Access Control: none

Railroad Crossing: none

Minimum Design Standards: minimum standards or greater

System Action: Off-System project

Route Data: This is a school bus and mail route and is a farm to market road and is a log hauling route.

Public Hearing: not required

Environmental Assessment:

Park and Recreation Area Affected: none in area

Relocation Assistance:

Social, Economic and Environmental Effects Considered:

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

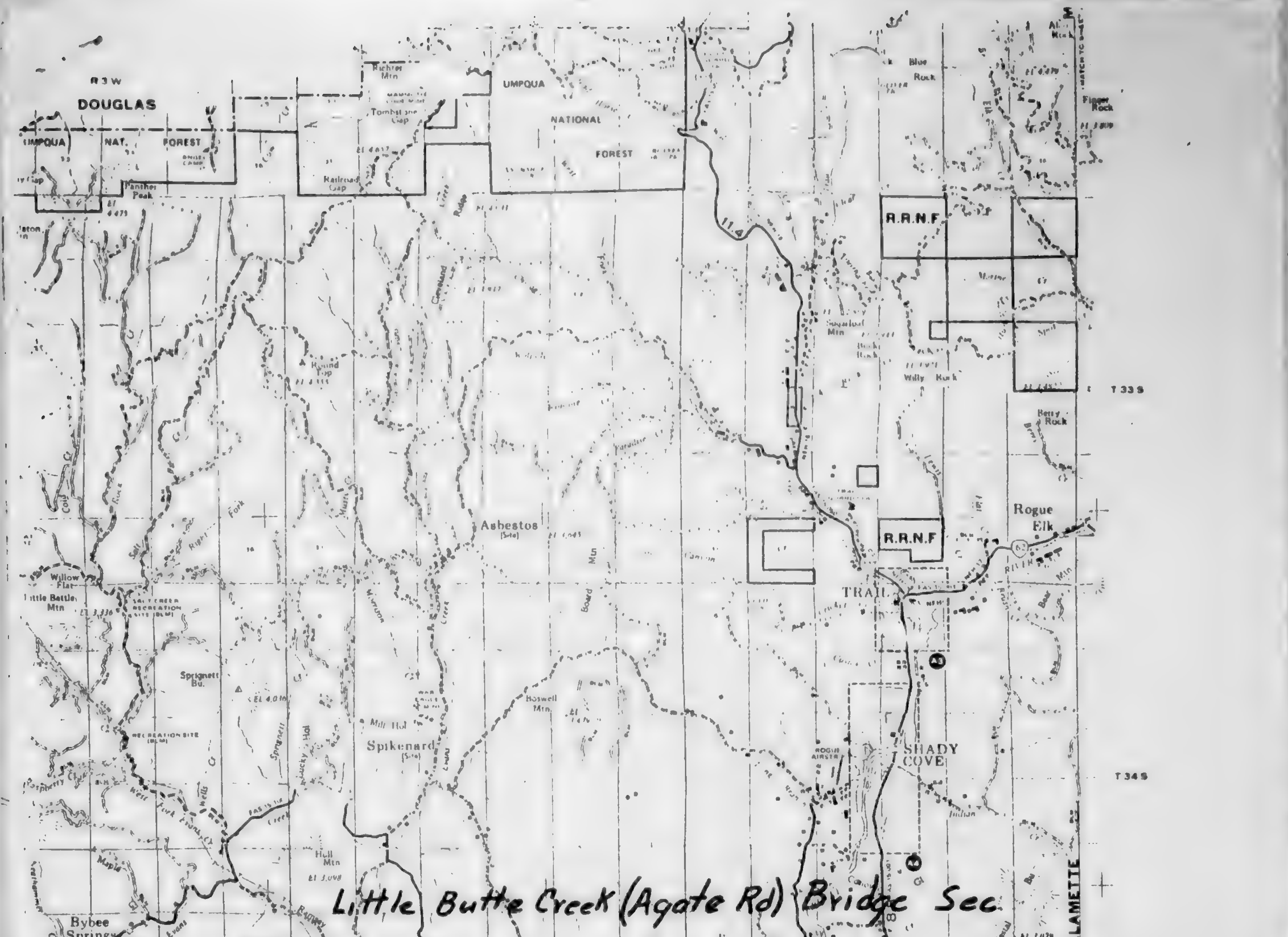
U.S. Army:

Approved by D.O.T.: 7/30/75

ADT: 850 present DHV: 100

HR:dp

Attachments



Little Butte Creek (Agate Rd) Bridge Sec.

OFF SYSTEM Roads Project

Jackson County

6011

LRW RSB 15 8-53 AM

HAL REYNOLDSON, PROJECT MANAGEMENT

COLLIER OFF-SYSTEM PROJECT--

1975 SUMMER COUNT, 1,859 VEHICLES. EXISTING 20 FOOT OIL MAT.

AGATE ROAD, JACKSON COUNTY, BRIDGE PROJECT.

1975 APRIL COUNT, 850 VEHICLES.

REGION SEES NO REQUIREMENT FOR OTHER THAN 32 FOOT DECK WIDTH IN DESIGN STANDARDS. CANNOT DETERMINE WHERE YOU GOT 36 FOOT REQUIREMENT YOU MENTIONED.

~~[illegible]~~

Douglas County

GAZLEY ROAD BRIDGE OFF-SYSTEM PROJECT.

10XX 1975 ADT, 600 VEHICLES.

EXISTING BRIDGE STEEL TRUSS WITH APPROACHES.

EXISTING APPROACH ROADWAY, 18 FEET IN WIDTH.

OIL MAT WITH 2 FOOT WIDE GRAVEL SHOULDER.

GLEN CLARK

DT¼4.

RECEIVED
COUNTY & CITY SECTION
NOV 12 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8345

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041DB3

SUBJECT: Oregon Project OS-1500(-)
Bridge #177-Agate Road X'ing of
Little Butte Creek
Agate Road
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

D. K. Hossner
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 3, Engelmann)
1041EC (Kuenzi)

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D.R	Sgn	Act	File
					✓	

cy Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
NOV 12 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. OS-1500(1)

Project Name Little Butte Creek (Agate Rd.) Bridge Section Structure

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon,
this 15 day of October, 1975.

County of Jackson

Moore
County Judge/Chairman

Isabel H. Sickels
Commissioner

Jon Deason
Commissioner

R/W File No. ______
6/23/75

OSR
Jackson Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
October 15, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Off-System Roads Program Meeting
Little Butte Creek Bridge
(Agate Road)
Jackson County
Project No. OS-1500(1)

On October 13, 1975, Mr. Shirley and the writer met with Mr. Robert Carstensen, Director of Public Works, Jackson County, and Mr. William Gaddis, Assistant Director, concerning the details of the subject project.

It was decided that a revised construction-finance agreement should be prepared by the Project Management Section to provide for the following agreed upon preliminary and construction items:

1. That the State Bridge Section would prepare the structural design plan sheets and specifications at no cost to the county as per ORS369.210.

2. That the county would prepare the balance of the plans, including title sheet, approach grading, detour construction and detour signing.

3. That all foundation exploration vicinity maps and all other requirements, such as hydraulic study and analysis, will be accomplished by the county.

4. The county will submit a cost estimate for the preliminary eigineering with the signing of the agreement.

5. The county will perform both preliminary engineering (except structural design) and construction engineering.

6. The highway standard specifications will be those referred to in the contract and the special provisions will be prepared by the county.

Please prepare an agreement covering the above items discussed at this meeting.

Marion Prange
H

GLC/dt

cc: Keith Martin
George Thornton

Geo/R

PROJECT MANAGEMENT SECTION

	ACTION	INFO
FILING		
P.M. ENGINEER		
ASST. P.M. ENGR.		
PROJ. ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-INFO		
MILEAGE		
PROG. & SCHEDULE		

REMARKS: OCT 16 1975

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975

☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Rulien
OSK and
PE/CE on FA's
PRO 6

1859

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

File this; CSR

October 3, 1975

Mr. William Gaddis
Assistant Director
Department of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This will acknowledge your letter of September 30, 1975 regarding the Little Butte Creek (Agate Road) Off-System Roads Program project meeting and agreement.

As indicated by telephone, October 3, 1975, Mr. Shirley, Mr. Martin, and the writer will meet with you October 13, 1975, in your office at 1:15 p.m. to outline the details of the state requirements and any revisions that may be necessary to the draft agreement.

This will also confirm that Jackson County wishes to become approved by FHWA for construction engineering as well as the previously requested preliminary engineering on Federal-Aid projects. You will be forwarding a letter request.

Also, Jackson County will be forwarding a letter to the Bridge Division requesting that the structure for this project be designed by their staff.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Prange

GLC/dd

cc: L.W. Rulien
Walter Hart
George Thornton
Keith Martin

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

ROUTING
ACTION
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS
OCT - 6 1975

CSK
Jackson C

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

September 30, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen Clark
Regional Federal Aid Engineer

Re: Off-Systems Project
Bridge Replacement
Little Butte Creek on Agate Rd.

Dear Mr. Clark:

This will acknowledge receipt of the draft copy of the preliminary engineering and construction finance agreement for subject project.

We suggest a meeting at this office on October 16 at about 1:30 P.M. If this is not convenient, please let us know.

It was noted that the draft agreement requires the County to prepare the plans. This is contrary to our previous discussions with you and with Mr. Bob Prang. Perhaps this can be finally cleared up at the meeting.

Very truly yours,

Robert J. Carstensen
Director

By: Wm. J. Gaddis
Wm. J. Gaddis

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WJG/pb

Note - PE Authority Requested Sept 15, 1975, by County - No Request for const. engr'ing.
Glen

Try Monday [illegible] 1:30 - 1:15 OK

8345

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

...L SIGNED BY
F. B. KLABOE

SUBJECT Proposed Off-System Roads Projects

AGENDA
JUL 3 0 1975
4 7

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is ~~$193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800 of~~ which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~679,316~~
683,056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

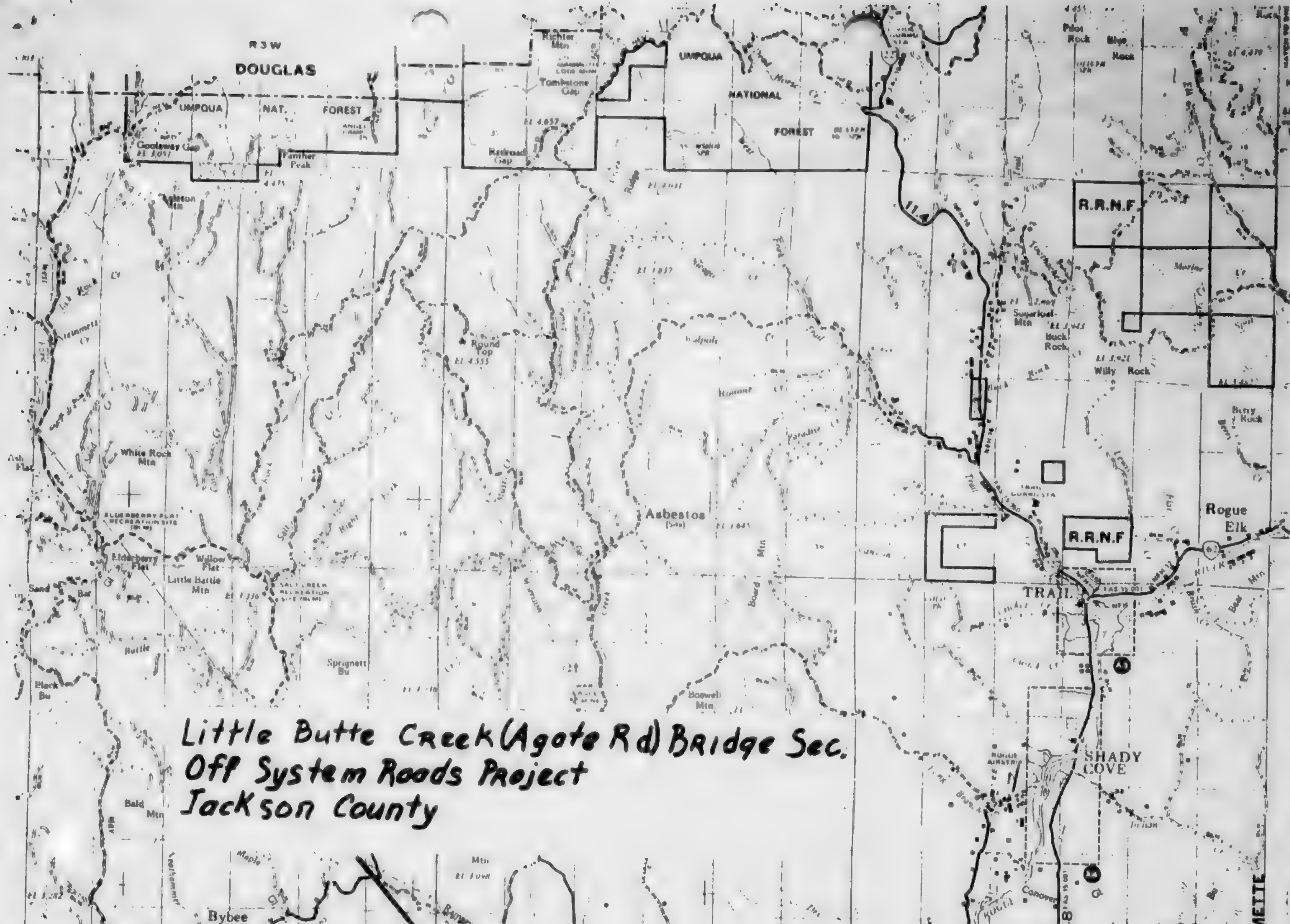
JACKSON COUNTY
Proposed OSR Project

Project No. OS-1500(1)
Little Butte Creek (Agate Rd.) Bridge Section
Structure
$105,600

Construct a reinforced concrete bridge at the present location. Bridge is to be approximately 300 feet long with a 32-foot clear roadway. County will do the field engineering and award the contract. Consultant will make the design and specifications. No additional right-of-way is required.

75-a
7/17/75

Little Butte Creek (Agate Rd) Bridge Sec.
Off System Roads Project
Jackson County



Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 18, 1975

A. PROJECT IDENTIFICATION

Name of Project Bridge #177 - AGATE ROAD X'ING OF LITTLE BUTTE CREEK
(Section)

Location of Project - AGATE ROAD (Highway Name) SEC. 7 & 8, T.36S, R1W, W.M. (Highway No., US - ORE)

W. OF EAGLE POINT (City) JACKSON (County) III (Region)

Program OFF-SYSTEM (Funding) $105,600.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a structurally deficient bridge. Existing structure is load limited to 15 tons and has only a 20' curb to curb width. Timber stringers in the approach spans are cracked and the steel truss is extensively corroded.

Origin and History: The existing bridge was constructed in 1939. The steel truss was "second hand" at that time. The exact age of the truss is not known. The County's plan calls for replacement at the earliest possible date.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 110 feet (296 feet including timber approaches)

Termini N/A

Alignment (new or existing) Same alignment as existing structure.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 60-foot R/W is adequate. No R/W required.

Typical Section 32-foot width, curb to curb.

Bikeway No bikeway required.

Structures This application is for a structure.

Additional Facilities None.

Access Control None.

Materials New structure to be reinforced concrete design. Some borrow material will be required for approaches.

Borrow and Waste Disposal Borrow for approaches will be from existing County quarry located near Brownsboro. No waste anticipated.

Special Construction Methods New concrete abutments and piers to be constructed prior to removing old structure.

Characteristics (ADT) 850 ADT (April 1975). 1020 ADT projected for 1985. 10% truck traffic anticipated.

Other General Information (or Supplemental information to items) This would be a straightforward and uncomplicated bridge replacement with potential impacts limited to the crossing site, the stream and surrounding vegetation.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The structure is to be replaced on the same alignment as the existing.

There is no feasible alternative.

DESIGN ALTERNATIVES:

1. Two span concrete box girder on column bents.
2. Two span concrete box girder on spread footings.

Note: The feasibility of using two of the existing piers in the new construction should be investigated.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ________ Date Received ________

Expected Coordination with Local, State and Federal Agencies Will need permit from the State Land Board.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status		Date	FHWA Status		Date
☐	Survey Authorization	____________	☐	Systems Planning	____________
☐	Reconnaissance	____________	☐	Prel. Engineering	____________
☐	Field Location	____________	☐	Corridor Approval	____________
☐	Office Location	____________	☐	Design Approval	____________
☐	Field Prel. Design	____________	☐	Plans, Specifications and Estimates Approval	____________
☐	Office Prel. Design	____________			
☐	Final Design	____________			
☐	Contract Plans	____________			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is situated on Little Butte Creek about a mile above its confluence with the Rogue River and about two miles westerly of the City of Eagle Point. The setting is rural, relatively flat bottom land. The soils vary from Agate-Winlow, Provig and Carney on the higher terrace to Winlow, Medford, Newberg, Camas and Cove in the low terrace and flood plain (see attached sketch and USDA Soil Interpretations). The vegetation consists of black cottonwood, scrub oak, willow, blackberries and common weeds, shrubs and grass. Some summer and winter steelhead use this stream with spawning occurring in the early spring and late winter. Cutthroat trout and Rainbow trout are present with spawning occurring in the early spring. The stream characteristics vary from extreme high water during the rainy season to a shallow, slow-moving creek during the summer months. If the construction is done in the summer little, if any, adverse effects can be expected.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) There are no dominant features within the project area. The surrounding area is rural in nature. The nearest residence is 1,500' away, which probably places it beyond impact from construction. The zoning is classified as OSR-20 (Open Space Reserve - 20, acre minimum).

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional R/W required.

Consequences:

2. Estimated Changes in Traffic Patterns:

Will allow weight restriction to be lifted which may result in additional truck traffic.

Consequences:

Should not have much impact since most trucks use Crater Lake Hwy, a parallel route about 1½ miles easterly.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Possible loss of small amount of vegetation in the work area.

Consequences:

Very minimal since the new structure will occupy basically the same location as the existing.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None - Foundation excavation can be performed outside the stream during the summer months. The old steel truss structure can be easily removed without a debris problem.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Prevention of contamination of stream

(a) by equipment

(b) by debris when removing existing structure.

7. Potential for Controversial Issues:

None.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      No conflict.

   b. Noise Standards

      No conflict.

   c. Water Quality Standards

      Potential conflict can be eliminated by effective job special provisions.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

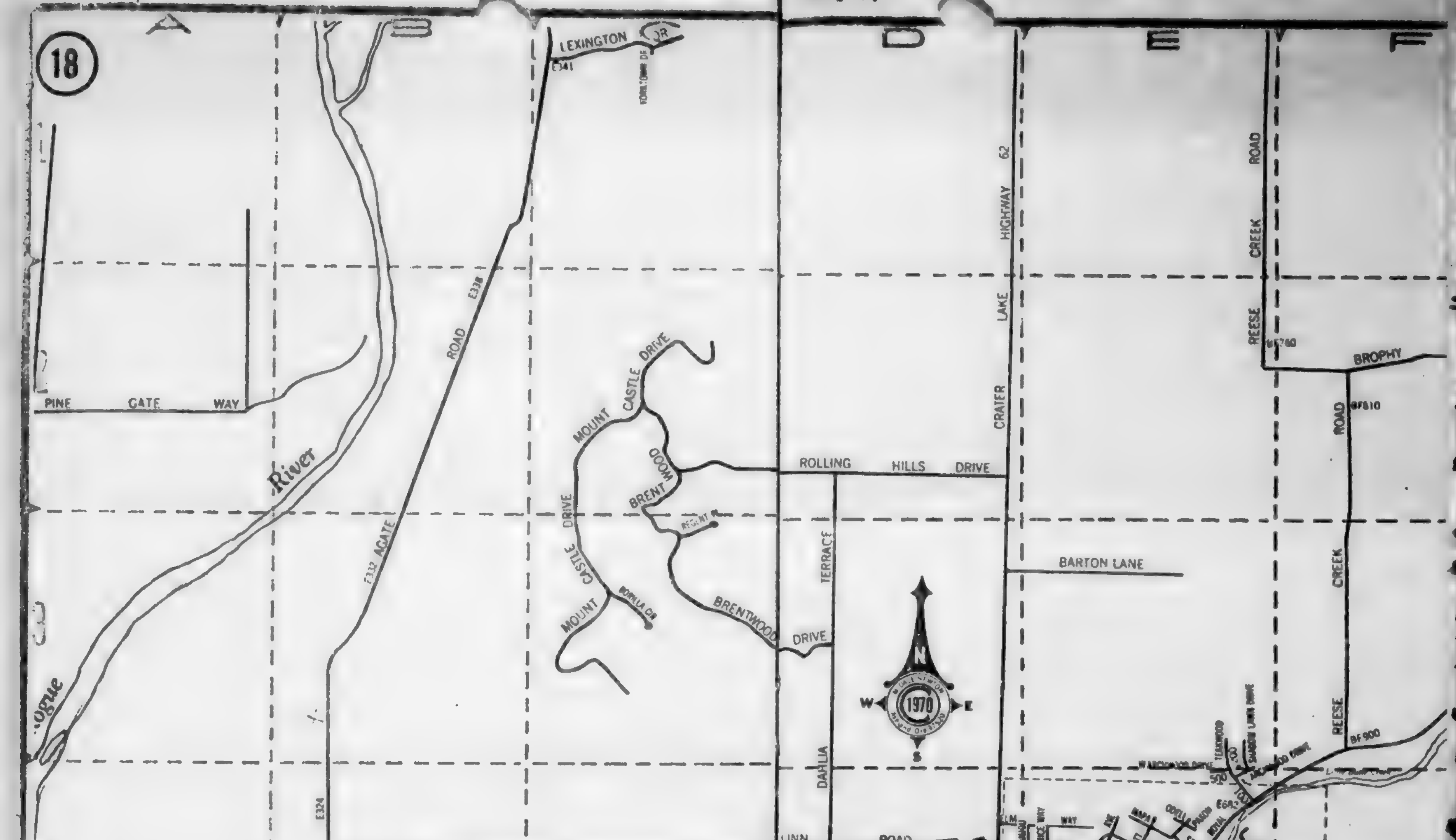
K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Assessment Only
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER Assessment only.

See Map 14



See Map 22

BRIDGE NO. 177

Name of Road: ~~Elks Picnic~~ Ground (Agate Rd

Over: Little Butte Creek

Location: NE¼ Sec. 7, T 36 S, R 1 W

Date of Construction: Sept. 1, 1939

Job Number: B - 177 -133 & 134

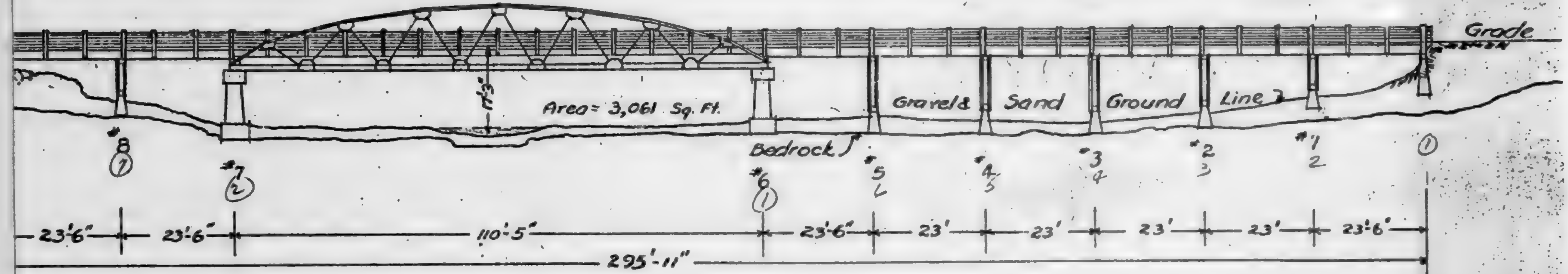
Construction Costs:

Labor:

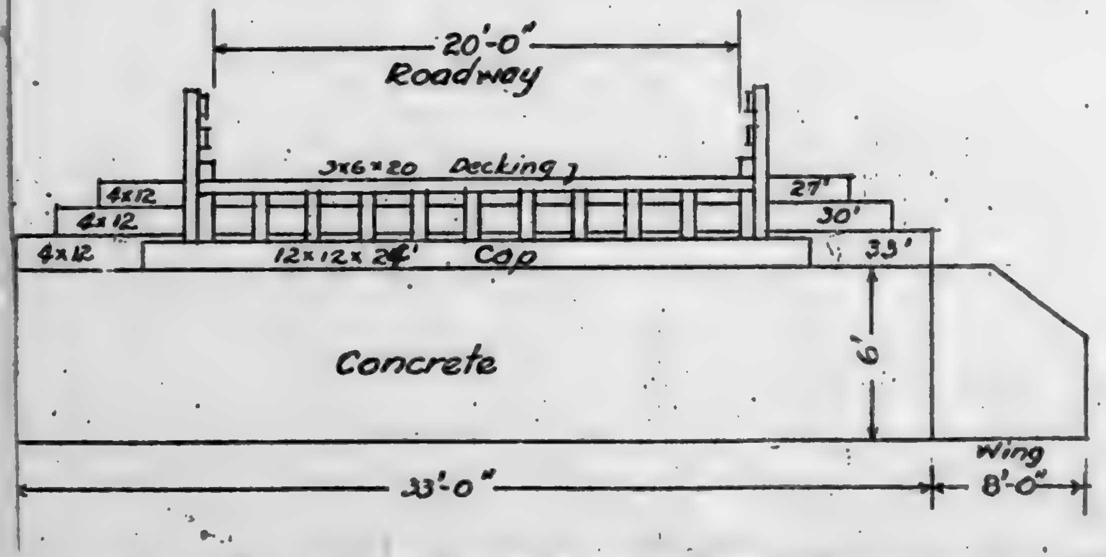
Material:

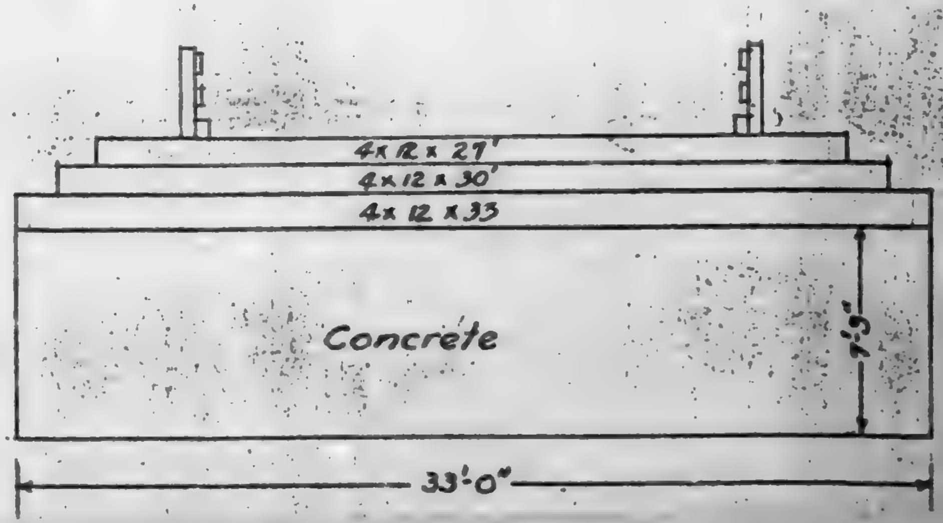
Total

Grading	Labor	845.17
	Material	672.02
Oiling	Labor	45.20
	Material	68.35
Construction	Labor	2,968.43
	Material	4,709.15
Total		$9,308.32



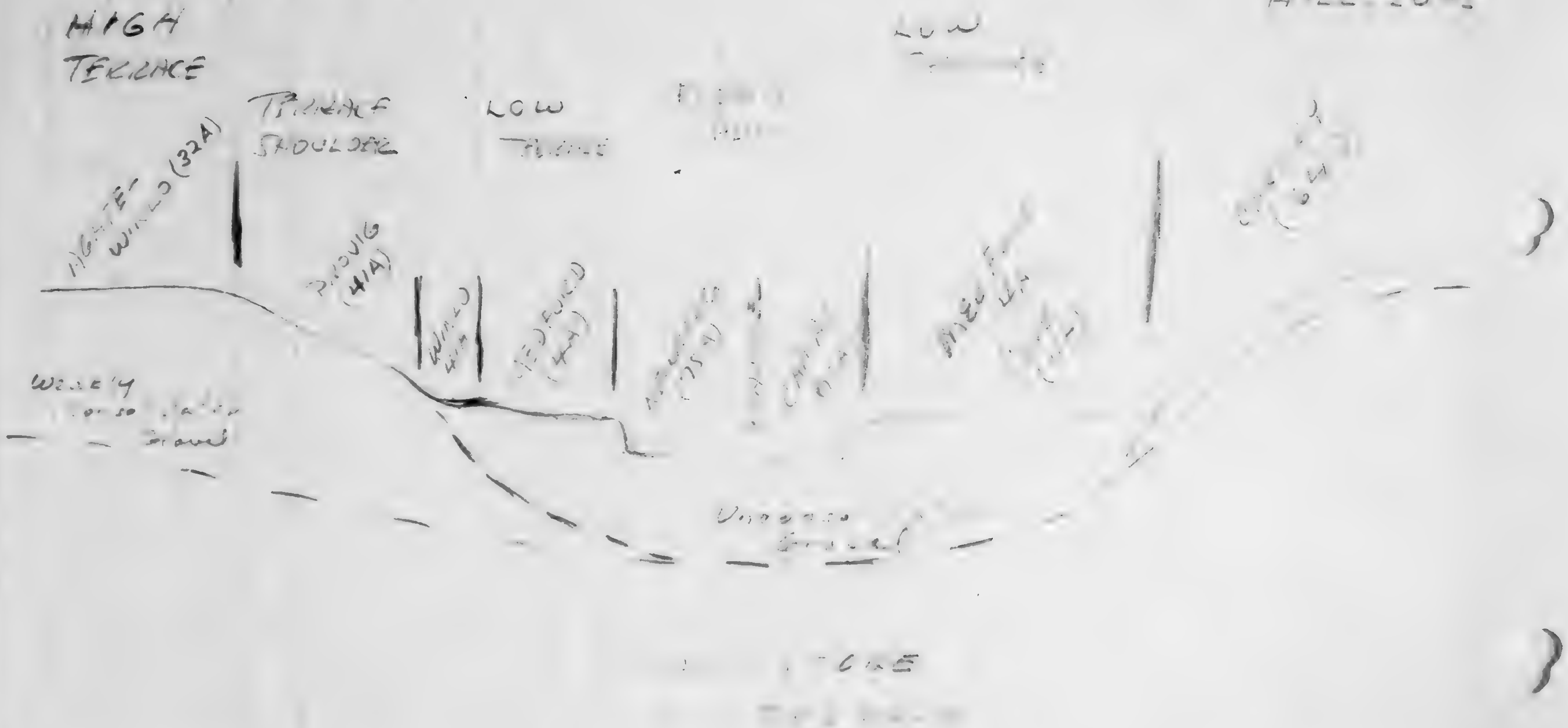
ELEVATION
Scale 1"=30'





Bul Gaddis

Soil Conservation Service
[illegible]
July 17 '45



Comments

Flood plain has been destroyed.

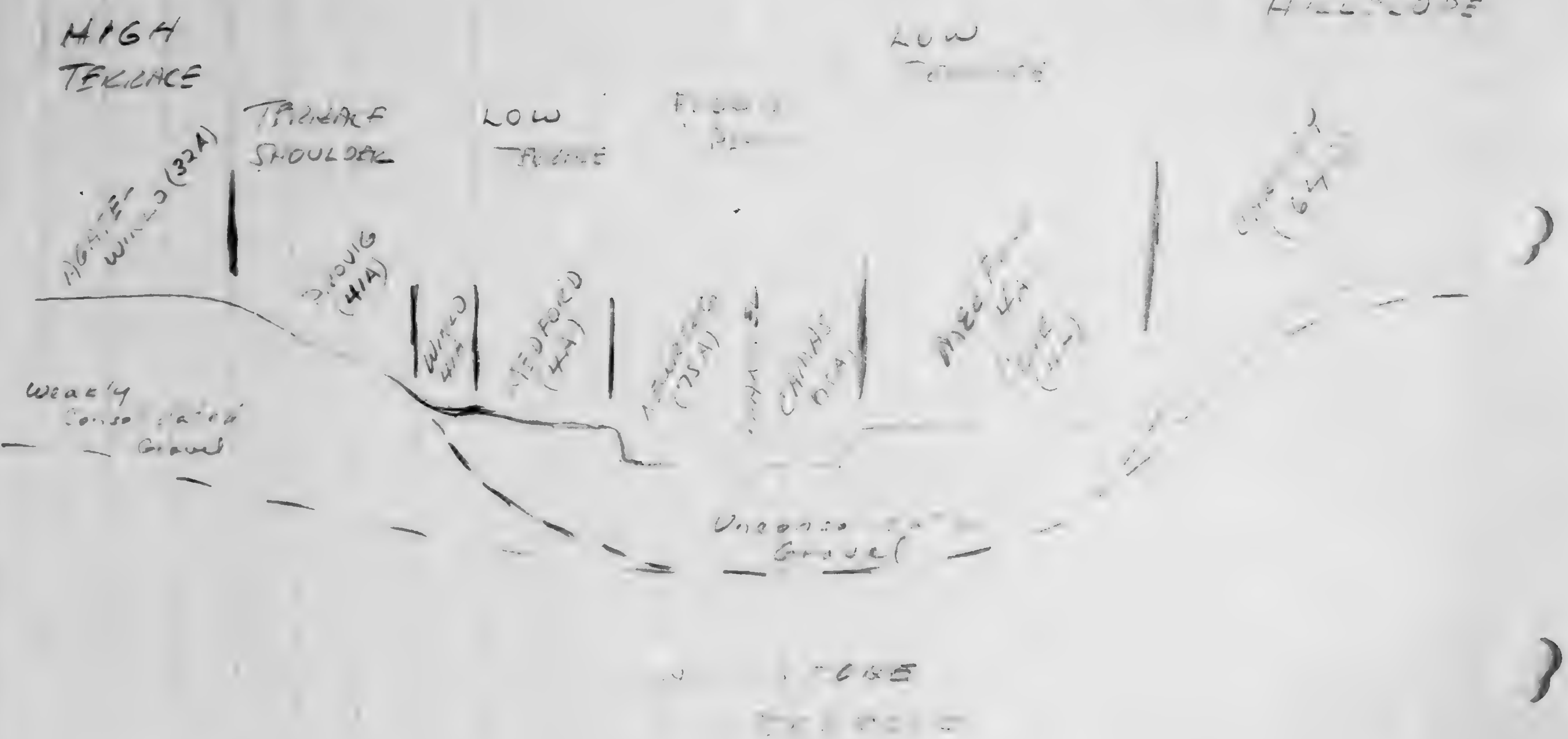
Consider need for abutment protection [illegible] water, debris, etc.

Possible need for rock rip rap on upstream [illegible] / fill across flood plain —

75A Camas, Elans, Newberg [illegible]

Bill Gerdes

Soil Conservation Service
Medford, Oregon
July 16, 1955



Comments

Flood plain has been disturbed.
Consider need for abutment protection [illegible] of water, debris, etc.
Possible need for rock rip rap on upstream side / fill across flood plain
75A Camas, Evans, Newberg [illegible]

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE January 1974 SPS,RCH

AGATE SERIES

SOILS: 1. Agate 1/-Winlo complex, 0-3% slopes
2. Provig 1/-Agate complex, 5-13% slopes

The Agate series consists of well drained loam over clay loam soils abruptly over a hardpan. The soils formed in stratified alluvium of mixed origin. These soils are in the mound area of patterned ground on fan terraces, at elevations of 1100 to 1600 feet. Slopes are 0 to 15 percent. The vegetation is medusahead wildrye, cheatgrass, Lemmon needlegrass, soft chess, wedgeleaf ceanothus, and Oregon white oak. Average annual air temperature is 52 to 54 degrees F. Average annual precipitation is 18 to 30 inches and the frost-free period is 160 to 180 days.

Typically, the surface layer is dark brown loam about 6 inches thick. The subsoil is dark yellowish-brown and dark brown clay loam about 19 inches. A 5-inch thick yellowish-red and red hardpan abruptly underlies the subsoil. The substratum is light olive brown very gravelly coarse sandy loam to a depth of 60 inches or more.

Permeability is moderately slow above the pan and very slow in the pan. Effective rooting depth is 20 to 30 inches. Runoff is medium and the erosion hazard is slight. Available water holding capacity is 2 to 6 inches. Water supplying capacity is 5 to 14 inches.

These soils are used for grazing, building sites and wildlife habitat. They are in the Siskiyou-Trinity Land Resource Area (A5).

(Classification: Typic Durochrepts, fine-loamy, mixed, mesic family.)

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-25	Loam and clay loam	CL-ML, ML or GC	A-4	0	55 - 90	50 - 85	40 - 85	30 - 70	25 - 35	5 - 10	0.2 - 0.6	.10 - .19	5.6 - 6.5	Moderate
25-30	Cemented pan	-	-	-	-	-	-	-	Nonplastic		0.06	-	-	Very low
30-62	Very gravelly coarse sandy loam	GW-GM or GM	A-1-b	30 - 45	15 - 30	10 - 45	5 - 30	5 - 20	Nonplastic		0.2 - 0.6	.02 - .06 2/	6.6 - 7.3	Very low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-25	-	Mod.	Mod.	.37	2	-
25-30	-	Low	Low	-		
30-62	-	Low	Low	-		

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
None	-	-	> 6	-	-	D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
20-30	Rippable	> 60	-	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2	Severe	Cemented pan, percolates slowly
SEWAGE LAGOONS	1 2	Severe Severe	Cemented pan, cobbles, and pebbles Cemented pan, cobbles and pebbles, slope
SANITARY LANDFILL (TRENCH)	1,2	Severe	Cemented pan
SANITARY LANDFILL (AREA)	1 2	Slight Moderate	 Slope
DAILY COVER FOR LANDFILL	1,2	Fair	Thin layer, pebbles
SHALLOW EXCAVATIONS	1,2	Severe	Cemented pan
DWELLINGS WITHOUT BASEMENTS	1 2	Moderate Moderate	Cemented pan, shrink-swell Cemented pan, shrink-swell, slope
DWELLINGS WITH BASEMENTS	1,2	Severe	Cemented pan
SMALL COMMERCIAL BUILDINGS	1 2	Moderate Severe	Shrink-swell Slope
LOCAL ROADS AND STREETS	1 2	Moderate Moderate	Cemented pan, shrink-swell Slope, cemented pan, shrink-swell

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1,2	Poor	Borrow area damage
SAND	1,2	Unsuited	Excessive fines
GRAVEL	1,2	Fair	Excessive fines
TOPSOIL	1,2	Poor	Pebbles
POND RESERVOIR AREA	1,2	Severe	Cemented pan
EMBANKMENTS DIKES AND LEVEES	1,2	Moderate	Low strength
DRAINAGE	1,2		Not needed
IRRIGATION	1,2	Poor	Pebbles, droughty, rooting depth
TERRACES AND DIVERSIONS	1,2	Severe	Cemented pan, rooting depth, percolates slowly
GRASSED WATERWAYS	1,2	Severe	Rooting depth, percolates slowly, droughty

CONTINUATION SHEET OR-SOILS-1 12/72 AGATE SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1 2	Moderate Moderate	Percolates slowly Percolates slowly, slope	PLAYGROUNDS	1 2	Severe Severe	Percolates slowly Slope, percolates slowly
PICNIC AREAS	1 2	Slight Moderate	 Slope	PATHS AND TRAILS	1,2	Slight	

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		PASTURE (AUM)												REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IVs	IVs	3	8											High frost heave potential
2	IVe														

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Fair	Poor	Good	Fair	Fair	Good	Poor	Poor	Fair	-	Poor	Good
2	Fair	Good	Good	Fair	Fair	Good	Very poor	Very poor	Fair	-	Very poor	Good

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Biscuit Scabland complex	1,2	Idaho fescue Pine bluegrass Blue wildrye			2/1 - 6/1	

FOOTNOTES

1/ See individual OR-1's

2/ Water not available because of cemented pan

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON   U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 2/73 WRP   Camas SERIES   SOILS: 1. Camas gravelly sandy loam, 0-3% slopes
2. Camas sandy loam, 0-3% slopes

Camas soils consist of excessively drained, moderately coarse textured soils formed from recent sandy and gravelly alluvium. They occupy nearly level bottom lands. Where not cultivated, the vegetation consists of black cottonwood, bigleaf maple, Oregon ash, blackberries, and other shrubs and grasses. Elevations range from 100 to 2500 feet. The mean annual precipitation is 20 to 60 inches; mean annual air temperature is 52 to 54°F.; the frost-free period is 150 to 210 days.

Typically, the surface layer is dark brown gravelly sandy loam about 7 inches thick. The upper substratum is brown gravelly sandy loam about 6 inches thick. The lower substratum is very gravelly coarse sand. Depth to bedrock is more than 60 inches.

Permeability is very rapid. Effective rooting depth ranges from 12 to 20 inches. Runoff is slow and the erosion hazard is moderate. Available water capacity is 1.5 to 3.5 inches.

Camas soils are used mainly for pasture and gravel. They occur in the Willamette, Rogue and Umpqua Valley Resource Areas (A2) and (A2a) and the Siskiyou-Trinity Resource Area (A5).

Camas soils are members of the sandy-skeletal, mixed, mesic family of Fluventic Haploxerolls.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-7	Gravelly sandy loam	GM,SM	A-2, A-1	0-25	60-70	50-70	25-50	15-25	Nonplastic		2.0-6.0	.07-.09	5.6-6.5	Low
0-7	Sandy loam	SM	A-2	0-5	95-100	90-100	55-70	25-35	Nonplastic		2.0-6.0	.10-.13	5.6-6.5	Low
7-40	V. Grav. sand	GP,GW	A-1	5-25	25-60	25-50	10-30	0-5	Nonplastic		20.0+	.03-.05	5.6-6.5	Low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS	FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
		STEEL	CONCRETE	K	T		FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
0-7	-	Low	Moderate	.10	2	-	Frequent	Brief	Nov-May	> 6	-	-	A
0-7	-	Low	Moderate	.20	-	-							
7-40	-	Low	Moderate	.10									

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	> 60	-	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2	Severe	Floods	ROADFILL	1,2	Good	
SEWAGE LAGOONS	1,2	Severe	Floods, Percolates rapidly	SAND	1,2	Poor	Excessive gravel
SANITARY LANDFILL (TRENCH)	1,2	Severe	Floods, Percolates rapidly	GRAVEL	1,2	Good	
SANITARY LANDFILL (AREA)	1,2	Severe	Floods	TOPSOIL	1,2	Poor	Borrow area damage, cobbles and pebbles, thin layer
DAILY COVER FOR LANDFILL	1,2	Poor	Thin layer, cobbles and pebbles	POND RESERVOIR AREA	1,2	Severe	Percolates rapidly
SHALLOW EXCAVATIONS	1,2	Severe	Floods	EMBANKMENTS DIKES AND LEVEES	1,2	Severe	Percolates rapidly
DWELLINGS WITHOUT BASEMENTS	1,2	Severe	Floods	DRAINAGE	1,2	-	Not needed
DWELLINGS WITH BASEMENTS	1,2	Severe	Floods	IRRIGATION	1,2	Poor	Fast intake, percolates rapidly
SMALL COMMERCIAL BUILDINGS	1,2	Severe	Floods	TERRACES AND DIVERSIONS	1,2	-	Not needed
LOCAL ROADS AND STREETS	1,2	Severe	Floods, cobbles	GRASSED WATERWAYS	1,2	Moderate	Rooting depth

CONTINUATION SHEET OR-SOILS-1 12/72 Camas SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	**1,2**	**Severe**	**Floods, cobbles and pebbles**	PLAYGROUNDS	1,2	Severe	**Floods, cobbles and pebbles**
PICNIC AREAS	**1,2**	**Moderate**	**Cobbles and pebbles, floods**	PATHS AND TRAILS	1,2	**Moderate**	**Floods, cobbles and pebbles**

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Bush beans Tons/A		Pasture AUM/A		Sweet Corn Tons/A		Sp. Barley Tons/A		W. Wheat Bu/A				REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1,2	IVw	IVw		3		12		4	0.6		20				

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1,2	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1,2	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1,2	**Fair**	**Fair**	Fair	Poor	Poor	Fair	V. Poor	V. Poor	Fair	Poor	**V. Poor**	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
	1,2	None				

FOOTNOTES

OR-SOILS-1 12/72
FILE CODE SOILS 12

IL INTERPRETATIONS FOR OREGON U.S.D.A. IL CONSERVATION SERVICE

DATE: January 1974 AJG

CARNEY SERIES

SOILS:
1. Carney clay, 1-5% slopes
2. Carney clay, 5-20% slopes
3. Carney cobbly clay, 5-20% slopes
4. Carney clay, 20-35% slopes

The Carney series consists of moderately well drained, clay soils formed in colluvium from tuffs and volcanic breccias. The soils occupy nearly level fans to steep hillslopes. The vegetation is principally oak, poison oak, oatgrass, and annual weeds. Elevation is 1200 to 4000 feet. Average annual precipitation is 17 to 35 inches, average annual air temperature is 46 to 54 degrees F., and the frost-free period is 140 to 180 days.

The surface layer is very dark grayish-brown clay about 11 inches thick. The subsoil is a very dark grayish-brown clay about 19 inches thick. Depth to tuff, volcanic breccia or sandstone ranges from 20 to 40 inches.

Permeability is very slow. The effective rooting depth is commonly 30 to 40 inches. Runoff is medium and erosion hazard is moderate on Units 1, 2 and 3. Runoff is rapid and erosion hazard is high on Unit 4. The available water holding capacity is 1.5 to 3.5 inches. Water supplying capacity is 4 to 8 inches.

Carney soils are used for pasture, hay and pear production. Slopes over 20 percent are only used for range. These soils occur in the Siskiyou-Trinity Land Resource Area (A5).

(Classification: Typic Chromoxererts, very fine, montmorillonitic, mesic family.)

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-30	Clay	CH	A-7-6	0-30	95 - 100	95 - 100	85 - 100	70 - 95	60 - 75	35 - 45	<.06	.06 - .09	6.1 - 7.3	High

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-30	-	High	Low	.20	2	-

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
None	-	-	3.0-3.5	Apparent	Dec-Apr	D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	20-40	Rippable	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2,3 4	Severe Severe	Percolates slowly, depth to rock Percolates slowly, depth to rock, slope
SEWAGE LAGOONS	1 2,3,4	Severe Severe	Depth to rock Depth to rock, slope
SANITARY LANDFILL (TRENCH)	1,2,3 4	Severe Severe	Depth to rock, too clayey Depth to rock, slope, too clayey
SANITARY LANDFILL (AREA)	1 2,3 4	Moderate Moderate Severe	Wet Slope, wet Slope
DAILY COVER FOR LANDFILL	1,2,3 4	Poor Poor	Too clayey Too clayey, slope
SHALLOW EXCAVATIONS	1,2,3 4	Severe Severe	Too clayey, depth to rock Too clayey, depth to rock, slope
DWELLINGS WITHOUT BASEMENTS	1,2,3 4	Severe Severe	Shrink-swell, low strength Shrink-swell, low strength, slope
DWELLINGS WITH BASEMENTS	1,2,3 4	Severe Severe	Shrink-swell, low strength, depth to rock Shrink-swell, low strength, depth to rock, slope
SMALL COMMERCIAL BUILDINGS	1,2,3 4	Severe Severe	Shrink-swell, low strength Shrink-swell, low strength, slope
LOCAL ROADS AND STREETS	1,2,3 4	Severe Severe	Shrink-swell, low strength Shrink-swell, low strength, slope

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1,2,3 4	Poor Poor	Shrink-swell, low strength Shrink-swell, low strength, slope
SAND	1,2,3,4	Unsuited	Excessive fines
GRAVEL	1,2,3,4	Unsuited	Excessive fines
TOPSOIL	1,2 3 4	Poor Poor Poor	Too clayey Too clayey, cobbles Too clayey, slope
POND RESERVOIR AREA	1 2,3,4	Slight Severe	Slope
EMBANKMENTS DIKES AND LEVEES	1,2,3,4	Severe	Shrink-swell, low strength
DRAINAGE	1,2,3 4	Severe Not needed	Percolates slowly
IRRIGATION	1,2,3 4	Poor Unsuited	Percolates slowly Slope
TERRACES AND DIVERSIONS	1,2,3 4	Severe Severe	Percolates slowly Percolates slowly, slope
GRASSED WATERWAYS	1,2,3 4	Severe Severe	Percolates slowly Percolates slowly, slope

CONTINUATION SHEET OR-SOILS-1 12/72 CARNEY SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1,2,3 4	Severe Severe	Percolates slowly,too clayey Percolates slowly,too clayey, slope	PLAYGROUNDS	1 3 2,4	Severe Severe Severe	Percolates slowly, too clayey Percolates slowly, too clayey, slope, cobbles Percolates slowly, too clayey, slope
PICNIC AREAS	1,2,3 4	Severe Severe	Too clayey Too clayey, slope	PATHS AND TRAILS	1,2,3 4	Severe Severe	Too clayey Too clayey, slope

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		PASTURE (AUM)		PEARS (BU.)		ALFALFA HAY (TONS)								REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	VIe	IVs	6	15		400		5							Low to moderate frost heave potential
2	VIe	IVe	6	15		400		5							
3	VIe														
4	VIe		5												

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1,2	Fair	Fair	Fair	Good	Fair	Fair	Poor	Very poor	Fair	-	Very poor	Fair
3	Poor	Fair	Fair	Good	Fair	Fair	Poor	Very poor	Fair	-	Very poor	Fair
4	Very	Fair	Fair	Good	Fair	Fair	Poor	Very poor	Poor	-	Very poor	Fair

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Oak-Pine-Oatgrass	1,2,4	White oak (35-50) Ponderosa pine (5-15) California Oatgrass (50-65) Idaho fescue (1-5)		2-3	2/15 - 7/1	
Pine-Douglas-fir-Fescue	3	Ponderosa Pine (25-40) Douglas-fir (20-35) California fescue (10-20) Idaho fescue (5-10)		2-10	2/15 - 7/15	

FOOTNOTES

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE: December, 1972 AJG   EVANS SERIES   SOILS: 1. Evans loam, 0-3% slopes

The Evans series consists of well drained, loam soils formed in alluvium from mixed materials. The soil occupies nearly level alluvial floodplains. Where not cultivated, the vegetation is principally scattered conifers, oak, willow, grasses and weeds. Elevations range from 900 to 2000 feet. The mean annual precipitation is 20 to 60 inches; mean annual air temperature is 52 to 54 degrees F.; and the frost-free season is 140 to 210 days.

The surface layer is very dark grayish brown, when moist, loam about 30 inches thick. The substratum is a dark brown loam 30 or more inches thick. The soil is over 60 inches deep.

Permeability is moderate. The effective rooting depth is over 40 inches. Runoff is slow and the erosion hazard is moderate due to flooding. The total available water holding capacity is 9 to 11 inches. Water supplying capacity is 15 to 19 inches.

The Evans soil is primarily used for fruit, small grain and forage production. It occurs in the Siskiyou-Trinity (A5) and Willamette Valley (A2) Land Resource Areas.

The Evans series is a member of the coarse-loamy, mixed, mesic family of Cumulic Haploxerolls.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-60	Loam	ML	A-4	0	95-100	90-100	75-95	55-75	Nonplastic		0.6-2.0	.15-.18	6.1-6.6	Low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS	FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
		STEEL	CONCRETE	K	T		FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
0-60	--	Low	Low	-	-	-	Occasional 1/	Brief	Dec-Mar	4-6	Apparent	Dec-Apr	B

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	> 60	-	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Floods
SEWAGE LAGOONS	1	Severe	Floods
SANITARY LANDFILL (TRENCH)	1	Severe	Floods
SANITARY LANDFILL (AREA)	1	Severe	Floods
DAILY COVER FOR LANDFILL	1	Good	
SHALLOW EXCAVATIONS	1	Severe	Floods
DWELLINGS WITHOUT BASEMENTS	1	Severe	Floods
DWELLINGS WITH BASEMENTS	1	Severe	Floods
SMALL COMMERCIAL BUILDINGS	1	Severe	Floods
LOCAL ROADS AND STREETS	1	Severe	Floods

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Fair	Low strength
SAND	1	Unsuited	Excessive fines
GRAVEL	1	Unsuited 2/	Excessive fines, thick overburden
TOPSOIL	1	Good	
POND RESERVOIR AREA	1	Moderate	Percolates rapidly
EMBANKMENTS DIKES AND LEVEES	1	Severe	Piping
DRAINAGE	1		Not needed
IRRIGATION	1	Good	Favorable
TERRACES AND DIVERSIONS	1		Not needed
GRASSED WATERWAYS	1	Slight	Favorable

CONTINUATION SHEET OR-SOILS-1 12/72 — EVANS SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Severe	Floods	PLAYGROUNDS	1	Severe	Floods
PICNIC AREAS	1	Severe	Floods	PATHS AND TRAILS	1	Slight	

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Pasture (AUM)		Alfalfa hay (Tons)		Pears (Bu)		Barley (Bu)		Corn silage (Tons)				REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IVw	IIw	7	15	3	5½		600	50			20			Frost-heave potential

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Good	Good	Good	Good	Good	Good	Poor	Poor	Good	Good	Poor	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
None						

FOOTNOTES

1/ Less often than once in 2 years

2/ Good gravel below the soil

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON — U.S.D.A. SOIL CONSERVATION SERVICE

DATE: February, 1973 SPS — MEDFORD SERIES — SOILS: 1. Medford silty clay loam, 0-3% slopes

The Medford series consists of moderately well drained silty clay loam or silty clay soils formed in alluvium. These soils are on low stream terraces with slopes of less than 3 percent. All areas of this soil are cultivated. Elevations range from 1000 to 2000 feet. Average annual precipitation ranges from 17 to 25 inches. Average annual temperature is 50° to 55°F., and the frost-free period is 150 to 170 days.

Typically, the surface layer is very dark brown silty clay loam about 12 inches thick. The subsoil is very dark brown, dark brown and dark yellowish-brown silty clay loam and silty clay about 41 inches thick. The substratum is a sandy clay loam or gravelly clay loam. Depth to bedrock is more than 60 inches.

Permeability is moderately slow. Rooting depth is 40 to 60 inches. Surface runoff is slow and the erosion hazard is slight. The available water holding capacity is 9 to 12 inches. Water supplying capacity is 14 to 19 inches.

Medford soils are used for irrigated truck crops, orchards, grass seed, small grains, forage crops, and urban development. They are in the Siskiyou-Trinity Land Resource Area (A5).

The Medford series is a member of the fine, montmorillonitic, mesic family of Pachic Argixerolls.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-12	Silty clay loam or silt loam	ML or CL	A-6	0-10	90 - 100	85 - 100	75 - 100	65 - 95	30 - 40	10 - 15	0.6 - 2.0	.17 - .21	6.1 - 7.3	Moderate
12-53	Silty clay loam or silty clay	CL	A-7-6	0-10	100	95 - 100	90 - 100	70 - 80	45 - 50	20 - 25	0.2 - 0.6	.14 - .21	6.1 - 6.5	Moderate

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-12	--	Mod.	Low	.28	5	--
12-53	--	High	Low	.32	-	--

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
None	-	-	4-6	Apparent	Dec-Apr	C

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
--	--	760	--	--	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Percolates slowly
SEWAGE LAGOONS	1	Moderate	Wet
SANITARY LANDFILL (TRENCH)	1	Severe	Too clayey, wet
SANITARY LANDFILL (AREA)	1	Slight	
DAILY COVER FOR LANDFILL	1	Poor	Too clayey
SHALLOW EXCAVATIONS	1	Severe	Too clayey
DWELLINGS WITHOUT BASEMENTS	1	Moderate	Low strength, shrink-swell
DWELLINGS WITH BASEMENTS	1	Moderate	Low strength, shrink-swell, wet
SMALL COMMERCIAL BUILDINGS	1	Moderate	Low strength, shrink-swell
LOCAL ROADS AND STREETS	1	Severe	Low strength

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Poor	Low Strength
SAND	1	Unsuited	Excessive fines
GRAVEL	1	Unsuited	Excessive fines
TOPSOIL	1	Fair	Thin layer, too clayey
POND RESERVOIR AREA	1	Slight	Favorable
EMBANKMENTS DIKES AND LEVEES	1	Moderate	Low strength
DRAINAGE	1	Moderate	Wet
IRRIGATION	1	Good	Favorable
TERRACES AND DIVERSIONS	1	Slight	Favorable
GRASSED WATERWAYS	1	Slight	Favorable

CONTINUATION SHEET OR-SOILS-1 ,72 Medford SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Too clayey	PLAYGROUNDS	1	Moderate	Too clayey, percolates slowly
PICNIC AREAS	1	Moderate	Too clayey	PATHS AND TRAILS	1	Moderate	Too clayey

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Pears (bu.)		Pasture (AUM)		Alfalfa Hay (Tons)		Barley (bu.)		Corn Silage (Tons)				REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IVe	I	-	650	9	18	4	6	50	80	-	25			High frost heave potential

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Good	Good	Good	Good	Good	Good	Good	Fair	Good	Good	Fair	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
None						

FOOTNOTES

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 3/75 WRP NEWBERG SERIES SOILS:

1. Newberg fine sandy loam
2. Newberg loam
3. Newberg silt loam

Newberg soils consist of somewhat excessively drained, sandy loam, loam, and silt loam soils formed in recent alluvium. They occupy gently undulating bottom lands. Where not cultivated, the vegetation consists of Douglas fir, black cottonwood, shrubs and grass. Elevations range from 30 to 2500 feet. The mean annual precipitation is 20 to 60 inches; the mean annual air temperature is 52 to 54°F.; and the frost-free period is 150 to 210 days.

Typically, the surface layer is dark brown, fine sandy loam, loam or silt loam about 19 inches thick. The substratum is dark grayish brown, fine sandy loam to loamy sand to a depth of over 60 inches. Some areas may contain up to 15 percent gravel between 10 and 40 inches and may overlie very gravelly substrata below 40 inches.

Permeability of these soils is moderately rapid. Effective root depth ranges from 24 to 40 inches. Runoff is slow and erosion hazard is slight except from flooding. Available water capacity is 5 to 8 inches. These soils are subject to frequent flooding.

Newberg soils are used mainly for small grains, hay, pasture, orchards and irrigated beans, corn, mint, berries, and vegetables. Other uses include wildlife and recreation. Newberg soils occur in the Willamette Valley Resource Area (A2) and the Rogue and Umpqua valleys.

Newberg soils are members of the coarse loamy, mixed, mesic family of Fluventic Haploxerolls.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-19	Fine sandy loam, sandy loam	SM	A-4 or A-2	0	100	100	60-85	30-50	Nonplastic		2.0-6.0	.11-.15	5.6-6.5	Low
0-19	Loam, silt loam	ML	A-4	0	100	100	85-100	60-90	30-35	NP-10	0.6-2.0	.20-.23	5.6-6.5	Low
19-60	Loamy fine sand, sandy loam	SM	A-2	0-15	85-100	85-100	50-75	15-35	Nonplastic		2.0-6.0	.09-.13	5.6-6.5	Low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-19	-	Low	Moderate	-	-	-
0-19	-	Low	Moderate			
19-60	-	Low	Moderate			

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
Frequent	Brief	Dec-Mar	> 6	-	-	B

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	> 60	-	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	All	Severe	Floods	ROADFILL	All	Fair	Low strength
SEWAGE LAGOONS	All	Severe	Floods, percolates rapidly	SAND	1 2,3	Fair 1/ Poor	Excessive fines Excessive fines
SANITARY LANDFILL (TRENCH)	All	Severe	Floods, percolates rapidly	GRAVEL	All	Poor 1/	Excessive fines
SANITARY LANDFILL (AREA)	All	Severe	Floods, percolates rapidly	TOPSOIL	All	Good	
DAILY COVER FOR LANDFILL	All	Fair	Thin layer, too sandy	POND RESERVOIR AREA	All	Severe	Floods, percolates rapidly
SHALLOW EXCAVATIONS	All	Severe	Floods	EMBANKMENTS DIKES AND LEVEES	All	Severe	Piping, percolates rapidly
DWELLINGS WITHOUT BASEMENTS	All	Severe	Floods	DRAINAGE	All	-	Not needed
DWELLINGS WITH BASEMENTS	All	Severe	Floods	IRRIGATION	2,3 1	Good Fair	Fast intake, percolates rapidly
SMALL COMMERCIAL BUILDINGS	All	Severe	Floods	TERRACES AND DIVERSIONS	All	-	Not needed
LOCAL ROADS AND STREETS	All	Severe	Floods	GRASSED WATERWAYS	All	Slight	Favorable

CONTINUATION SHEET OR-SOILS-1 12/72 NEWBERG SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	All	Moderate	Floods	PLAYGROUNDS	All	Severe	Floods
PICNIC AREAS	All	Slight	Subject to flooding	PATHS AND TRAILS	All	Slight	

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Alfalfa Tons/acre		Bush Beans Tons/acre		Carrots Tons/acre		Filberts Tons/acre		Strawberries Tons/acre		Sweet Corn Tons/acre		REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IIw	IIw	5	6		4		35	0.8			6		8	
2	IIw	IIw	5	7		6		30	1.0			6		9	
3	IIw	IIw	5	7		6		33	1.0			6		9	

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1	Douglas fir	140(1)	3o	Slight	Slight	Moderate	Slight	Moderate	Douglas fir Grand fir Oregon white oak Bigleaf maple Black cottonwood
2	Douglas fir	147(1)	3o	Slight	Slight	Moderate	Slight	Moderate	
3	Douglas fir	153(1)	3o	Slight	Slight	Moderate	Slight	Moderate	

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
All	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
All	Good	Good	Good	Fair	Fair	Good	V.Poor	V.Poor	Good	Fair	V.Poor	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
	All	None				

FOOTNOTES

1/ **Sand and gravel companies often locate on Newberg soils.**

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

S.D.A. SOIL CONSERVATION SERVICE

DATE: March 1974 AJG-RCH

PROVIG SERIES

SOILS: 1. Provig-Agate 1/ complex, 5-15% slopes

The Provig series consists of well drained soils formed in poorly sorted gravelly old stream alluvium. They are on gently sloping to sloping shoulders of dissected fan terraces at elevations of 1100 to 1600 feet. Vegetation consists of annual grasses, Lemmon needlegrass, wedgeleaf ceanothus, and Oregon white oak. Average annual precipitation is 18 to 30 inches, average annual air temperature is 52 to 54 degrees F., and the frost-free period is 160 to 180 days.

Typically, the surface layer is very dark grayish brown very gravelly loam, about 9 inches thick. The subsoil is dark brown very gravelly clay loam, about 6 inches thick. The substratum to a depth of 60 inches or more is reddish-brown very gravelly clay. Depth to bedrock is more than 60 inches.

Permeability is moderately slow. Rooting depth is 14 to 20 inches. Runoff is medium. The hazard of erosion is slight. The available water holding capacity is 2.5 to 7 inches. The water supplying capacity is 10 to 12 inches.

These soils are used for grazing, wildlife habitat, and building sites. They are in the Siskiyou-Trinity Land Resource Area (A5).

(Classification: Typic Argixerolls, clayey-skeletal, montmorillonitic, mesic family.)

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-9	Gravelly and very gravelly loam	GM, GC, GM-GC	A-2-4, A-4	0-15	45-60	35-55	30-50	20-40	25-35	NP-10	0.6-2.0	.06-2.0	6.0 -	Low
9-15	Very gravelly clay loam	GC	A-7 or A-2-7	5-30	45-60	35-55	30-55	25-45	40-50	20-30	0.2-0.6	.06-.14	6.0 - 7.3	Moderate
15-60	Very gravelly clay loam and very gravelly clay	GC, GC-GP	A-1, A-2-7, A-7	5-35	20-50	15-45	15-45	10-40	40-50	20-35	0.2-0.6	.04-.12	6.6 - 7.3	Low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-9	-	Low	Low	.24	1	-
9-15	-	Mod.	Low	.28		
15-60	-	Low	Low	.28		

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
None	-	-	> 6	-	-	C

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	> 60	-	Low	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Percolates slowly
SEWAGE LAGOONS	1	Severe	Slope, cobbles and pebbles
SANITARY LANDFILL (TRENCH)	1	Severe	Pebbles and cobbles
SANITARY LANDFILL (AREA)	1	Moderate	Slope
DAILY COVER FOR LANDFILL	1	Poor	Cobbles and pebbles
SHALLOW EXCAVATIONS	1	Severe	Cobbles and pebbles
DWELLINGS WITHOUT BASEMENTS	1	Moderate	Slope
DWELLINGS WITH BASEMENTS	1	Moderate	Slope
SMALL COMMERCIAL BUILDINGS	1	Severe	Slope
LOCAL ROADS AND STREETS	1	Moderate	Slope, low strenth

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Fair	Low strength
SAND	1	Unsuited	Excessive fines
GRAVEL	1	Poor	Excessive fines
TOPSOIL	1	Poor	Cobbles and pebbles
POND RESERVOIR AREA	1	Moderate	Slope
EMBANKMENTS DIKES AND LEVEES	1	Moderate	Cobbles
DRAINAGE	1		Not needed
IRRIGATION	1	Unsuited	Cobbles and pebbles, droughty
TERRACES AND DIVERSIONS	1	Moderate	Rooting depth
GRASSED WATERWAYS	1	Severe	Droughty

CONTINUATION SHEET OR-SOILS-1 12/72 PROVIG SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Slope, pebbles and cobbles	PLAYGROUNDS	1	Severe	Slope, pebbles and cobbles
PICNIC AREAS	1	Moderate	Slope, pebbles and cobbles	PATHS AND TRAILS	1	Moderate	Pebbles and cobbles

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		PASTURE (AUM)												REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IVe		3												

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Fair	Poor	Poor	Poor	Very poor	Poor	Very poor	Very poor	Poor		Very poor	Poor

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Biscuit Scabland Complex	1	Wedgeleaf ceanothus Idaho fescue Blue wildrye Pine bluegrass			2/1 - 6/1	4/1 - 6/1

FOOTNOTES

1/ See individual OR-Soils-1

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE: January 1974 SPS WINLO SERIES

SOILS:
1. **Winlo clay loam, 0-3% slopes**
2. **Agate 1/-Winlo complex, 0-3% slopes**

The Winlo series consists of somewhat poorly or poorly drained gravelly clay loam and gravelly clay soils abruptly over a hardpan. These soils formed in stratified alluvium. They are in the intermound area of patterned ground on fan terraces at elevations of 1100 to 1600 feet. Slopes are 0 to 3 percent. Vegetation is medusahead wildrye, cheatgrass, Lemmon needlegrass, soft chess, wedgeleaf ceanothus, and Oregon white oak. Average annual air temperature is 52 to 54 degrees F. Average annual precipitation is 18 to 30 inches and the frost-free period is 160 to 180 days.

Typically, the surface layer is a very dark grayish-brown gravelly clay loam about 4 inches thick. The subsoil is dark brown very gravelly clay about 5 inches thick. An 8-inch thick yellowish-red hardpan abruptly underlies the subsoil. The substratum is light olive brown very gravelly coarse sandy loam.

Permeability is slow above the hardpan and very slow in the hardpan. Effective rooting depth is 7 to 15 inches. Runoff is slow and the erosion hazard is slight. Available water holding capacity is 0.5 to 2 inches. Water supplying capacity is 4 to 8 inches.

These soils are used for grazing and building sites. They are in the Siskiyou-Trinity Land Resource Area (A5).

(Classification: Typic Duraquolls, clayey-skeletal, montmorillonitic, mesic, shallow family.)

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-9	Gravelly loam and gravelly clay	GC	A-7-5 or A-2-7	10 - 40	40 - 60	35 - 55	30 - 55	25 50	40 - 55	20 - 30	.06 - .2	.06 - .14	6.1 - 6.5	High
9-17	Duripan	-	-	-	-	-	-	-	Nonplastic		>0.06	-	-	Low
17-60	Very gravelly coarse sandy loam	GW-GM or GM	A-1-b	30 - 55	20 - 50	15 - 45	10 - 30	5 - 20	Nonplastic		0.2 - 0.6	.02 - .06 2/	6.6 - 7.3	Low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-9	-	High	Low	-	-	
9-17	-	Low	Low			
17-60	-	Low	Low			

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
None	-	-	0 - 0.5	Perched	Nov - May	D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
7-15	Rippable	>60	-	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2	Severe	Cemented pan, percolates slowly, wet	ROADFILL	1,2	Poor	Borrow area damage, wet, shrink swell
SEWAGE LAGOONS	1,2	Severe	Cemented pan, cobbles and pebbles, wet	SAND	1,2	Unsuited	Excessive fines, Excessive gravel
SANITARY LANDFILL (TRENCH)	1,2	Severe	Cemented pan, wet	GRAVEL	1,2	Fair	Excessive fines
SANITARY LANDFILL (AREA)	1,2	Severe	Wet	TOPSOIL	1,2	Poor	Cobbles and pebbles, wet
DAILY COVER FOR LANDFILL	1,2	Poor	Thin layer, too clayey, wet, cobbles and pebbles	POND RESERVOIR AREA	1,2	Severe	Cemented pan
SHALLOW EXCAVATIONS	1,2	Severe	Cemented pan, cobbles and pebbles, wet, too clayey	EMBANKMENTS DIKES AND LEVEES	1,2	Moderate	Seepage
DWELLINGS WITHOUT BASEMENTS	1,2	Severe	Cemented pan, shrink-swell, wet, cobbles	DRAINAGE	1,2	Severe	Cemented pan, poor outlets, wet
DWELLINGS WITH BASEMENTS	1,2	Severe	Cemented pan, wet, shrink-swell, cobbles	IRRIGATION	1,2	Unsuited	Rooting depth, cobbles and pebbles, wet
SMALL COMMERCIAL BUILDINGS	1,2	Severe	Shrink-swell, wet	TERRACES AND DIVERSIONS	1,2	Severe	Cemented pan, percolates slowly, rooting depth, wet
LOCAL ROADS AND STREETS	1,2	Severe	Cemented pan, wet, shrink-swell	GRASSED WATERWAYS	1,2	Severe	Rooting depth, wet, percolates slowly

CONTINUATION SHEET OR-SOILS-1 12/72 WINLO SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1,2	Moderate	Percolates slowly, cobbles and pebbles, wet	PLAYGROUNDS	1,2	Severe	Cobbles and pebbles, wet
PICNIC AREAS	1,2	Moderate	Cobbles and pebbles, wet	PATHS AND TRAILS	1,2	Moderate	Cobbles and pebbles, wet

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY														REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1,2	IVw														Low to moderate frost heave potential

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1,2	Poor	Fair	Poor	Very poor	Very poor	Poor	Fair	Poor	Poor	-	Poor	Poor

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Biscuit Scabland complex	1,2	White oak Wedgeleaf ceanothus Idaho fescue Pine bluegrass Blue wildrye			2/1 - 6/1	

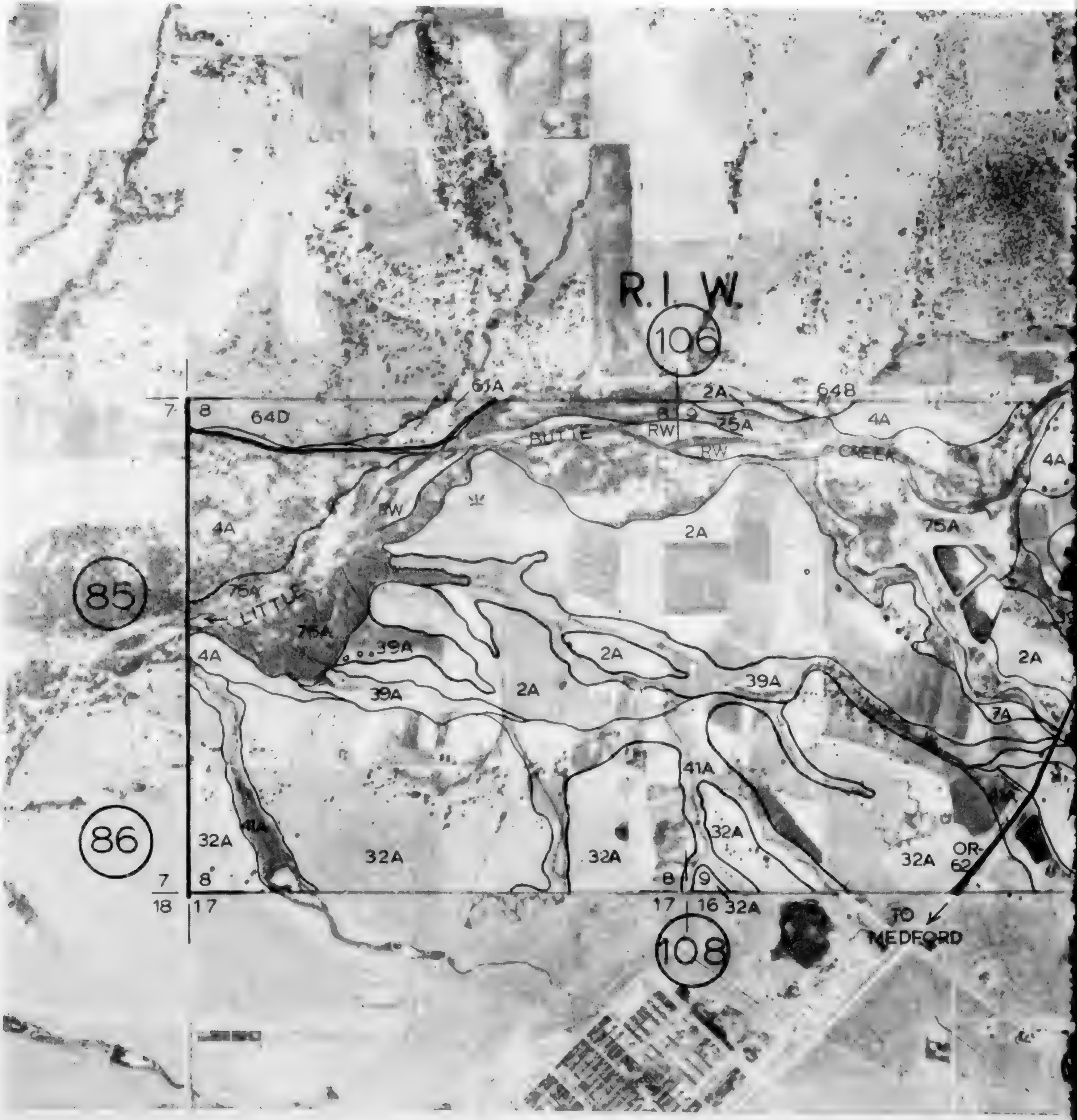
FOOTNOTES

1/ See Agate OR-SOILS-1

2/ Water not available to plants in cemented pan and below cemented pan

ADVANCE SHEET (subject to change)

JACKSO



APRIL, 1969

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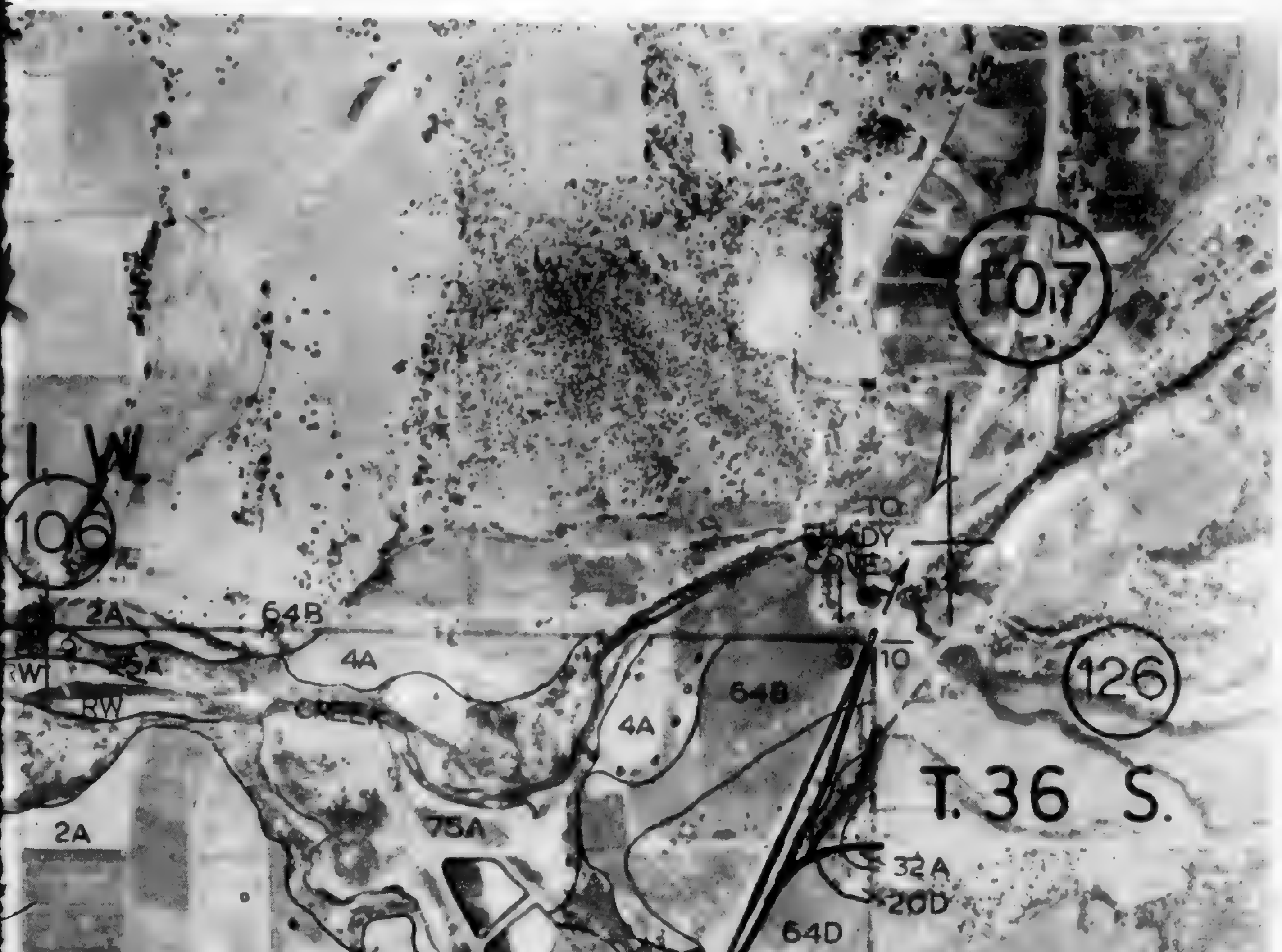
Approximate Scale 1:15,840

U.S. DE
SOI

JACKSON AREA, OREGON



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5,840

U.S. DEPARTMENT AGRICULTURE
SOIL CONSERVATION SERVICE

#2 showing bridge facing south - See: Org 7 - Bridges Little Butte Cr.

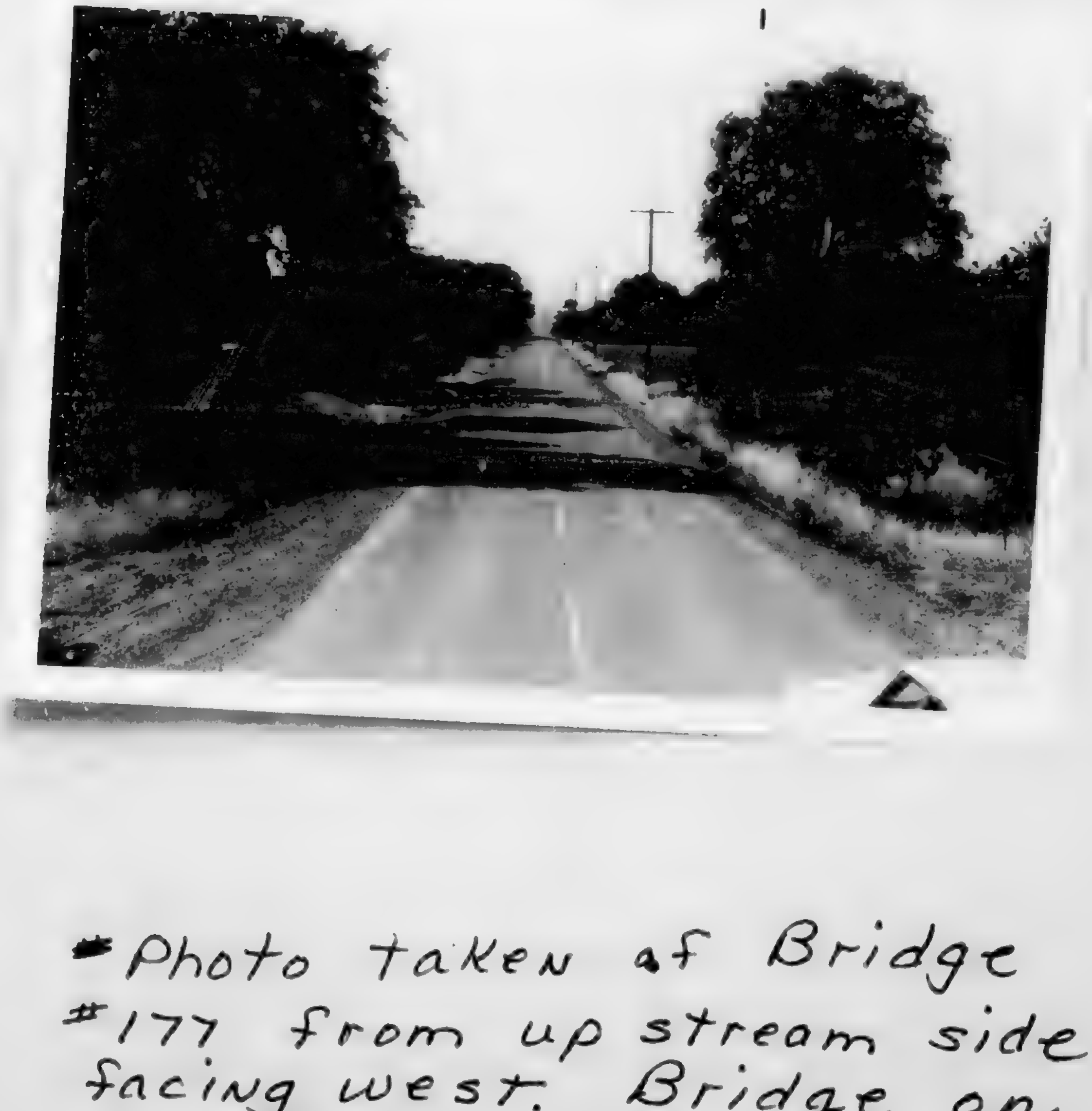


*Photo taken of Bridge #177 from up stream side facing west. Bridge on Agate Rd.

See: Org 7- Bridges Little Butte Cr.

#² showing bridge facing
south - See: Org 7 - Bridges
Little Butte Cr.

*Photo taken of Bridge
#177 from up stream side
facing west. Bridge on
Agate Rd.

See: Org 7- Bridges
Little Butte Cr.

#2 showing bridge facing
south - See: Org 7 - Bridges
Little Butte Cr.

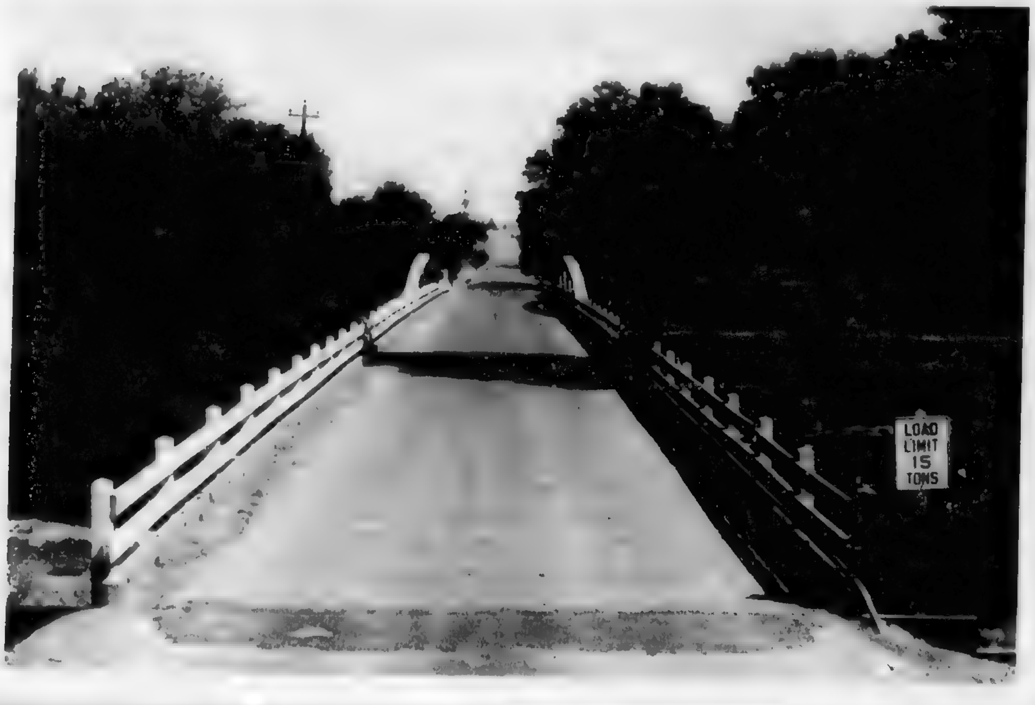


*Photo taken of Bridge
#177 from up stream side
facing west. Bridge on
Agate Rd.

See: Org 7 - Bridges
Little Butte Cr.

Rulien

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 11, 1975

Mr. William J. Gaddis
Deputy Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This will acknowledge your letter of June 9, 1975, submitting two project environmental assessments for two bridge replacement projects and requesting that they both be considered as one project to be funded by the off-system federal-aid program.

Enclosed are two project application forms which you should fill out (standard FAS-C project forms are used for this program at this time). Also, please fill out the two assessment forms (keep the third for your use in the future).

As you know, a county can have only one project approved prior to giving all other counties a chance to make application. Therefore, select which of the two projects you wish to place highest on your priority and that project will be processed at this time. The other project will be accepted after our experience from other counties is known and documented that funds are available and that there is not intention to apply. This should take no more than four or five weeks, so send the requested applications and we can be working with you on the assessment in the interim time period.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

JUN 1[illegible] 1975 Off System

Don H

GLC/dt
Enclosures

cc: L. W. Rulien ✓
George Thornton

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

Doc - start
two separate
project files
and status forms.

June 9, 1975

Mr. Alfred Shirley Jr., Regional Engineer
P.O. Box 1128
Roseburg, Oregon

RE: Application's
Off-System Roads Program
Agate Bridge #177
Crowfoot Bridge #275

Dear Mr. Shirley:

Attached are two applications (Project Environmental Assessments) for funding under the Off-System Roads Program.

If possible, we would like to have these two bridge replacement projects treated as one application.

Since Mr. Klaboe's letter of May 30, 1975 states that "project applications will be accepted and processed on a first-come, first-serve basis". We would like to point out that these projects are practically "ready to go" because:

(a) No environmental impact statement is required
(b) No additional right-of-way is required
(c) Preliminary field work has been completed
(d) No temporary detours are required
(e) Local matching funds are available now

Very truly yours,

Robert J. Carstensen
Director of Public Works

By Wm. Gaddis
Wm. J. Gaddis
Deputy Director

WJG/dmf

Project # OS-1500 (1)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 9, 1975

A. PROJECT IDENTIFICATION

Name of Project BRIDGE #177-AGATE ROAD
(Section)

Location of Project - AGATE ROAD X'ING OF (Highway Name) LITTLE BUTTE CREEK (Highway No., US - ORE)

(City) JACKSON (County) III (Region)

Program OFF-SYSTEM (Funding) $105,600.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a structurally deficient bridge

Origin and History: The existing steel truss structure was constructed in 1939. It is in poor structural shape (load limited to 15 tons) and has only a 20' curb to curb width.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 110 feet (296 feet including approaches)

Termini N/A

Alignment (new or existing) Same as existing

Description of Project (co)

Right-of-Way (acreage and type of land use) Existing 60-foot R/W is adequate

Typical Section 32-foot width, curb to curb

Bikeway No

Structures Application is for a structure

Additional Facilities Pedestrian sidewalk

Access Control N/A

Materials N/A

Borrow and Waste Disposal N/A

Special Construction Methods Bridge to be designed by Oregon State Highway Division

Characteristics (ADT) 850 ADT

Other General Information (or Supplemental information to items) Timber approaches to this structure are in bad shape. The narrow width causes a hazardous condition for two-way traffic.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Replacement of existing structure precludes any location and/or design alternatives.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ________ Date Received ________

Expected Coordination with Local, State and Federal Agencies

None required

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None required

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization____________

☐ Reconnaissance____________

☐ Field Location____________

☐ Office Location____________

☐ Field Prel. Design____________

☐ Office Prel. Design____________

☐ Final Design____________

☐ Contract Plans____________

FHWA

Status Date

☐ Systems Planning____________

☐ Prel. Engineering____________

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)____________

N/A

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

N/A

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
None

Consequences:

2. Estimated Changes in Traffic Patterns:
None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:
None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:
None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:
None

7. Potential for Controversial Issues:
None

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N/A

   b. Noise Standards

      N/A

   c. Water Quality Standards

      N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

Hydraulic's review for use in bridge design

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Plans and specifications to be prepared by Highway Division staff

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

N/A

REGION -
(Environmentalist, Resident Engineer)

N/A

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☒ Non-Significant
- ☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Assessment Only
- ☐ Section 4(f)
- ☒ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ____________________

BRIDGE NO. 177

Name of Road: ~~Elks Picnic~~ Ground (Agate R.

Over: Little Butte Creek

Location: NE¼ Sec. 7, T 36 S, R 1 W

Date of Construction: Sept. 1, 1939

Job Number: B - 177 -133 & 134

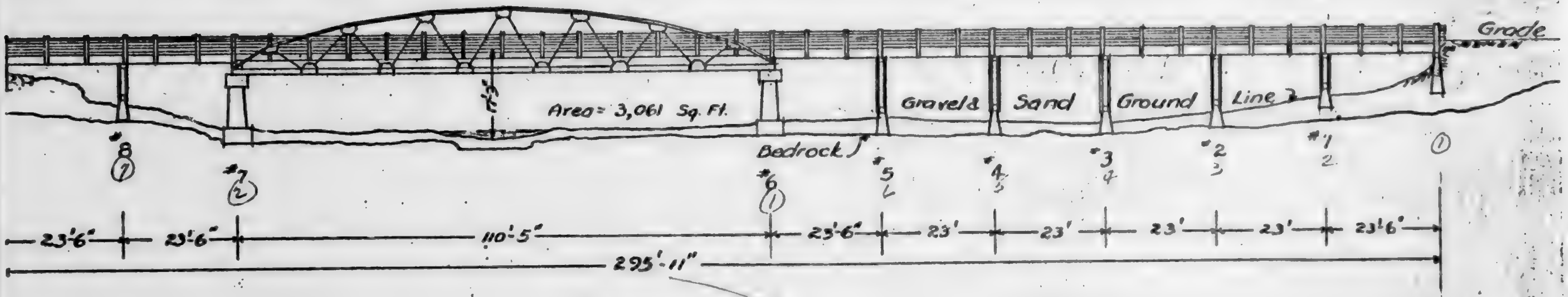
Construction Costs:

Labor:

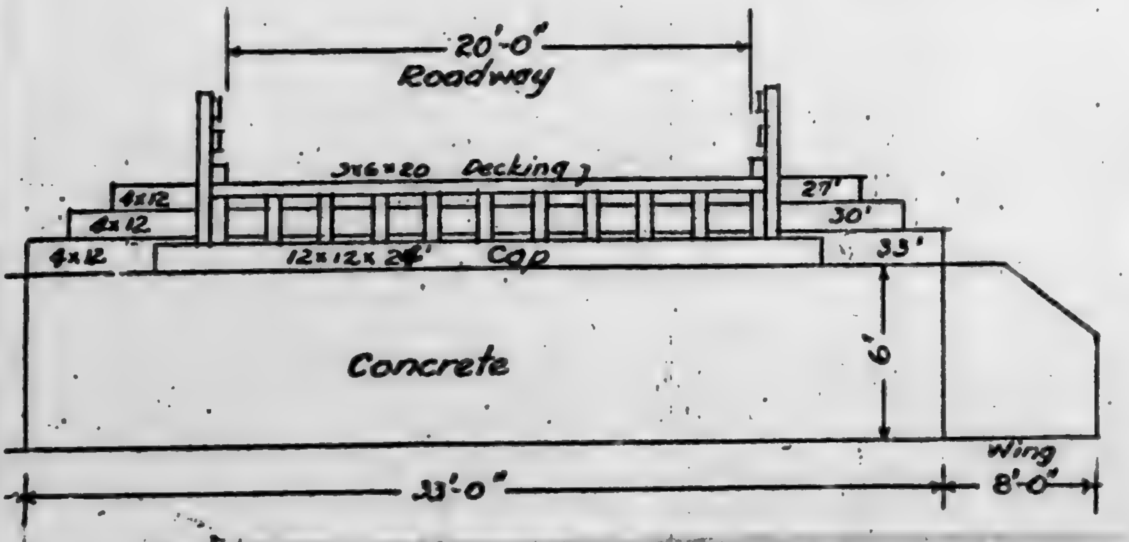
Material:

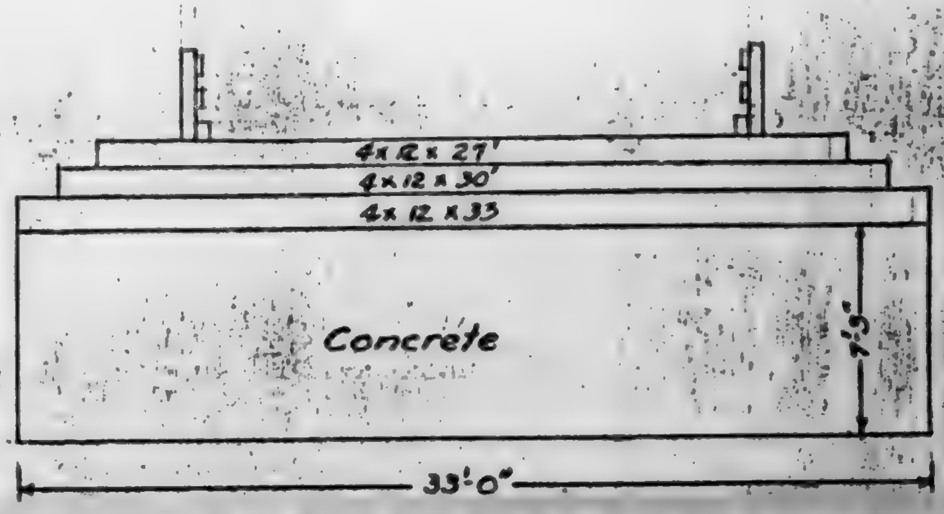
Total

Grading	Labor	845.17
	Material	672.02
Oiling	Labor	45.20
	Material	68.35
Construction	Labor	2,968.43
	Material	4,709.15
Total		$9,308.32



ELEVATION
Scale 1"=30'





8346 Warner Rock Prod. Proj. 1976
west of Adel

8346

45

October 19, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 11, 1976, we wrote to you concerning release of final payment on Contract No. 8346 awarded to Roy L. Matchett, Inc., for rock production on the Warner Section of the Warner Highway in Lake County.

Final payment on this contract is $4,359.74 and the total contract amount is $87,194.78. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Roy L. Matchett, Inc.
P. O. Box 191
Lakeview, OR 97630

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8326

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Warner

WEEK ENDING: September 3, 1976

SECTION PREFIX: 119-8326

HIGHWAY: Warner

COUNTY: Lake

NAME OF JOB: Warner

KIND OF WORK: Rock Production

CONTRACTOR: Roy L. Matchett, Inc.

CONTRACT NUMBER: 8346

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 10, 1976

DATE WORK STARTED: May 17, 1976

ESTIMATED COMPLETION DATE: August 24, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 15, 1976

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 99,884.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 91,124.00

ENGINEERING AUTHORIZATION: $ 8,720.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,194.78

ENGINEERING COST TO DATE: $ 6,000.00

DATE PROJECT WAS COMPLETED: August 24, 1976

ESTIMATED PERCENT: ~~[illegible]~~ UNDERRUN 5.98 %

PERCENT OF AUTHORIZATION: 68.8 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	3/4-1/2	1/2-1/4	1/4-10		
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6000	6000	3000		
TOTAL QUANTITIES CORRECTED TO DATE	6293	6287	3117		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6293	6287	3117		
AVERAGE DAILY QUANTITIES	185	180	124		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8-29	Fair			
MONDAY 30	Fair			
TUESDAY 31	Fair			
WEDNESDAY 9-1	Fair			
THURSDAY 9-2	Fair			
FRIDAY 9-3	Fair			
SATURDAY 8-28	Fair			

RECEIVED
SEP 7 1976
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	1 man raking sides of stockpiles. 1 man moved out load of misc. Equipment.
TUESDAY	~~Project completed~~
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed August 24, 1976.
Semi-Final submitted September 2, 1976

SIGNED Wayne F. Cobine LOCATION Lakeview
Wayne F. Cobine

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

431 N

All Clear 2-23-76
AL

ENVIRONMENTAL REVIEW

Section Warner Rock Production
Highway Warner Highway
County Lake County
Type of Work Rock Production
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A - State Funds

NEGATIVE DECLARATION: N/A

FISH COMMISSION: N/A

WILDLIFE COMMISSION: N/A

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes, surface mining permit req'd - Anticipate no problems.

OTHER: Corps of Engineer's Permit - N/A

8347 Salmon R. Hwy.@ Slick Rock 1976
Rd. Sec. of Salmon R. Hwy.
(Grading & paving)

September 23, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 13, 1976, we wrote to you concerning release of final payment on Contract No. 8347 awarded to Oceanlake Ready Mix Company for work on the Salmon River Highway at Slick Rock Road in Lincoln County.

Final payment on this contract is $2,812.38 and the total contract amount is $54,392.43 including $97.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Oceanlake Ready Mix Company
2300 S.E. Highway 101
Lincoln City, OR 97367

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

Salmon River Hwy. at Slick Rock Rd.
Salmon River Highway
Lincoln County
Contract No. 8347
Job Prefix 21-0510
State Funded Contract

Contractor: Oceanlake Ready Mix Co.

RESIDENT ENGINEERS NARRITIVE REPORT

This was a grading and paving project, to improve an existing facility by constructing a left-turn refuge at the junction of Slick Rock Road near Rose Lodge. The overall length of project is 0.21 mile, including the 178.8 ft. Slick Rock Creek Bridge, which was not overlaid. The base design consisted of 16 inches of Aggregate Base and 2 inches of Class "C" asphalt concrete for roadway widening sections, with a 1½-inch wearing course of Class "C" asphalt concrete laid continuously over the widening and the existing pavement. Short sections of bikeway were paved 4 feet wide to connect with existing sidewalks on Slick Rock Creek Bridge. The contract was awarded to Oceanlake Ready Mix Co. on May 10, 1976. One hundred calendar workdays were specified as the time to complete the project, with the workday count beginning on May 26, 1976.

A preconstruction conference was held in the contractor's office on May 24, 1976, at which it was disclosed that there would be no subcontracts on the project and no suppliers of more than $10,000 in materials. Work began on June 1 and was completed on July 8, 1976, after the lapse of 44 of the specified 100 calendar workdays.

Borrow material for embankment construction was obtained from Widow Creek Quarry and from the contractor's Fisher Quarry, the latter also being the source of aggregate base and paving aggregates.

No construction problems were encountered except those which are normal for a project where grade and cross-section are controlled by an existing pavement. A commercial mix was specified for the Class "C" asphalt concrete on this project, and the mix supplied by the contractor was eminently satisfactory.

The only unanticipated item of work consisted of resetting existing signs which the contractor removed temporarily because of conflict with construction. E.W.O. #1 was written to cover this work.

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

(1)
1 Versteeg ✓
Olson
2 Christensen Doc
Scott
copy Swenson
Savage
Trout

RECEIVED
AUG 0 3 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

FINAL COSTS

	Authorized	Final	Net Change
Bid Items	$67,023.80	$54,294.79	-18.99%
Additional Anticipated Items:			
Permanent Signing (S.F.O. #2)	200.00	Not Received	
Permanent Striping (S.F.O. #1)	200.00	Not Received	
State Responsibility for Damages	200.00	0.00	-100%
Adjust PP & L facilities	1000.00	0.00	-100%
Adjust United Telephone facilities	1500.00	0.00	-100%
Roadside Seeding & Mulching (S.F.O. #3)	500.00	Not Received	
Unanticipated Items, Adjust Signs (E.W.O. #1)	250.00	Not Received	

Once he started operations, the contractor pursued the work diligently and brought the project to timely completion. His prosecution of this contract was exemplary.

C.V. Lehman
C.V. Lehman
RESIDENT ENGINEER

LPD:CVL:glm

8347

FORM E-1 (REV 10-6?)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Salmon River Hwy. at Slick Rock Rd.	WEEK ENDING: July 10, 1976
		SECTION PREFIX: 21-0510
	HIGHWAY: Salmon River	COUNTY: Lincoln
NAME OF JOB: Slick Rock Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: Oceanlake Ready Mix Co.	CONTRACT NUMBER: 8347	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 10, 1976	DATE WORK STARTED: June 1, 1976	ESTIMATED COMPLETION DATE: July 9, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED: CALENDAR DAYS USED: 44
PROJECT AUTHORIZATION: $80,864.25	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 44%
EXCLUSIVE OF ENGINEERING: $73,801.87	ENGINEERING AUTHORIZATION: $7,062.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $60,881.00	ENGINEERING COST TO DATE: $7,752.83	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 17%	PERCENT OF AUTHORIZATION: 110%	DATE PROJECT WAS COMPLETED: July 8, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%	-		

	GRADING	GUARD RAIL			PAVING
MILES IN PROJECT	.21	.21			.21
MILES PARTIALLY COMPLETED	.21	.21			.21
MILES COMPLETED	.21	.21			.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$ 30,256.00	$ 8,071.00			$ 18,900.00
TOTAL QUANTITIES CORRECTED TO DATE	$ 22,551.00	$ 8,283.00			$ 14,980.00
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$ 22,551.00	$ 8,283.00			$ 14,980.00
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

No activity this week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Sunny, Clear	40		
MONDAY 5	Sunny, Clear	41		
TUESDAY 6	Cloudy, Fair	42		
WEDNESDAY 7	Cloudy, Fair	43		
THURSDAY 8	Cloudy, Fair	44		
FRIDAY				
SATURDAY				BEN GIFFORD

RECEIVED
JUL 14 1976
CONSTRUCTION SECTION
Routing
___ Keasey
___ Bond
___ Jackmond
___ Harwood
___ Johnsen
___ Walker
___ Richards
___ Glenn
___ Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work today.
MONDAY	No work today.
TUESDAY	No work today.
WEDNESDAY	No work today.
THURSDAY	No work today.
FRIDAY	No work today.
SATURDAY	No work today.

REMARKS

Final Inspection made on July 8 by G.W. Wimer, Reg. Const. Engr., and Howard Johnson, District Engineer.

Construction signing removed on July 9.

SIGNED C.V. Lehman LOCATION 2111 Front St. N.E.
C.V. Lehman
Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

2547

39

21-1310

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 15, 1976

REGION 2 ENGINEER
RECEIVED
JAN 19 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UTE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

TO Hal Versteeg
ROAD DESIGN ENGINEER

FROM C.O. Fredrickson
C.O. Fredrickson
REGION II ENGINEER

SUBJECT Salmon River Highway at Slick Rock Cr. Rd.
Lincoln County

Left Turn Refuge

In an effort to make financial savings for District 4 C.O.G., I recommend several changes in the proposed plans for this project as follows:

1. Excavate only to the edge of existing shoulder paving. The existing shoulder paving is in good condition and with leveling and overlay will be of sufficient depth.
2. Steepen fill slopes to 1 1/2:1 to offset the decreased excavation.
3. Decrease the overlay from 2" to 1 1/2".
4. At the intersection of Slick Rock Creek Road, make vertical cuts in the S.W. corner and tighten the radius in the S.E. corner. This will eliminate the need for additional R/W at this intersection. (See attached letter.)
5. Eliminate removal of the southerly pedestrian handrail.

CVL:mlw

W/Attch.

RECEIVED

2

3

REFERRED TO

Beard Reed
Cole Sample
[✓ Erikson] Watson
Hagen Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 6, 1976

TO C.O. Fredrickson
REGION II ENGINEER

C.V. Lehman

FROM C.V. Lehman
RESIDENT ENGINEER

SUBJECT Salmon River Hwy. at Slick Rock Road
R/W Acquisition

A field investigation of this project revealed that the necessity to acquire R/W in the southwest corner of Slick Rock Road intersection can be eliminated by making vertical cuts instead of the usual rock surfacing slopes for the necessary construction. Vertical cuts in this area would blend in very satisfactorily with the adjacent property as the finished grade is approximately the same elevation.

Also the need for additional R/W in the southeast corner can be eliminated by reducing the turning radius from 55 feet to 45 feet. This should not be detrimental to the project as traffic making this movement has to stop before entering the highway and is presently making this movement around a smaller radius with no apparent problems.

I would recommend that we forego the acquisition of both parcels.

CVL:mlw

8347

15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Salmon River Highway at Slick Rock Road

Highway: Salmon River #39

County: Lincoln

Prefix: 21-1310

Res. Engr: K.D. Wolfe

Date January 6, 1976

Ten Year Traffic Coefficient 9.0

18 kip s.a. per day 261.1

R value 10

Frost Penetration

CBE Total Requirement 28.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	Asphaltic Concrete (Final Application)	4.0
1.5"	Asphaltic Concrete Wearing Surface (Immediate) Mod. Cl. C	3.0
2.0"	Asphaltic Concrete Base Course	4.0
16.0"	Aggregate Base	16.0
21.5"		27.0

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Salmon River Highway at Slick Rock Road
Highway: Salmon River #39
County: Lincoln
Prefix: 21-1310
Res. Engr: K.D. Wolfe

Date January 6, 1976
Ten Year Traffic Coefficient 9.0
18 kip s.a. per day 261.1
R value 10
Frost Penetration
CBE Total Requirement 28.5"

STRUCTURAL SECTION
~~NEW WORK~~
EXISTING ROADWAY WHERE UTILIZED

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	Asphaltic Concrete (Final Application)	4.0
1.5"	Asphaltic Concrete Overlay (Immediate) Mod. Cl. C with an extra allowance (1.0" Cl. C) for patching, leveling, etc.	3.0

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Salem, Oregon
December 5, 1975

Frank E. Terpin F.E.T.
Final Design Engineer

Gerald W. Wimer
Region 2 Construction Engineer

Salmon River Hwy. at Slick Rock Road
Salmon River Highway
Lincoln County

We have reviewed your recommendation that the "L2" alternative be used from Slick Rock Road to the west end of the project. The channelization design proposed is unacceptable due to the lack of protection for through traffic and the short merge length.

The centerline offset of two feet increases the roadway width on the bridge for westbound traffic to 18 feet which is not adequate for more than a single travel lane. The centerline offset and removal of the southerly pedestrian handrail do not alleviate the merge problem and hence are not recommended.

The refuge width will be increased to 14 feet in accord with your recommendation.

FET:jh
cc: L. L. Wallace
W. N. Hackleman
Don Stoudenmeyer
Fred Eriksen

RECEIVED
DEC - 5 1975
ROAD
DESIGN
SECTION

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 21-1310

INTER-OFFICE CORRESPONDENCE
November 6, 1975
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Preliminary Plans
Slick Rock Intersection
Salmon River Highway

TO: Frank Terpin
FINAL DESIGN ENGINEER

You are certainly correct that the rock bluff prevents a longer taper to the east.

To the west, this office recommends utilizing the "L2" alternative that we submitted as a field design. That alternative would remove the southerly pedestrian handrail from the strucutre. This would allow a longer taper to the west. It would also allow traffic leaving the Slick Rock County Road to have a better opportunity to blend with westbound traffic. That is the most serious traffic problem at this intersection.

The need for pedestrian walkways on the Slick Rock Creek Bridge was reviewed in the location narrative. It clearly indicates the northerly sidewalk would suffice.

A check was also made with the Bridge Section. It was determined the outside southerly rail is sufficiently strong to retain errant vehicles.

It is also recommended the overall refuge width be increased to 14 feet. This can done by a very slight steepening of the rock slopes to 3.9:1. See the attached November 3, 1975 letter from Resident Engineer C. V. Lehman. Also attached is the set of preliminary plans marked up by Mr. Lehman.

✓

RECEIVED
Requires Approval ☐

REFERRED TO
Beard Reed
Cole Sample
[✓ Eriksen] F.E. Watson
Hager Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

GWW/dea
Attach.
cc: Cliff Lehman w/attach. Corrected copy.

3347

Salem, Oregon
November 5, 1975

Frank E. Terpin
Final Design Engineer F.E.T.

L. E. George
Traffic Engineer

Salmon River Hwy. at Slick Rock Road
Salmon River Highway
Lincoln County

The design of the left turn refuge shown on the preliminary plans is limited on the west end by the bridge and on the east end by a rock bluff right of Station 16+00 and a steep drop-off to the river left of Station 18+50 ahead.

The plan design utilizes the available width without cutting into the rock bluff or widening the embankment along the river. The taper length cannot be increased without materially increasing the project cost and the acquisition of additional right of way.

FE:we
cc: C. O. Fredrickson
Fred Eriksen

1 Versteeg ✓
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 4 1975
ROAD
DESIGN
SECTION

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Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 28, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan
Salmon River Highway at
Slick Rock Road

TO: J. H. Versteeg
Road Design Engineer

Attention: F. E. Terpin
Final Design Engineer

Our review of the preliminary plans for a left-turn refuge on the Salmon River Highway at Slick Rock Road indicates that the taper lengths are inadequate.

At the east end of the project, a taper length of approximately 250 feet produces an offset of 12 feet for westbound traffic. This results in a taper rate of about 20:1, which is aggravated by a slight curve to the right. We recommend a taper rate of at least 55:1 if it is feasible.

The taper rate at the west end of the project is also inadequate, but the taper rate is limited by the existing bridge.

L E George

L. E. George
Traffic Engineer

TL:rj
cc: C. O. Fredrickson

REFERRED TO

Board	Reed
Cole	1 Sample
2 Eriksen Copy	Watson
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swanson
R. Olson
Trout

RECEIVED
OCT 30 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 81-714 3030

OREGON STATE HIGHWAY DIVISION FILE: 21-1310-901

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 3, 1975

FROM: C.V. Lehman
RESIDENT ENGINEER

SUBJECT: PRELIMINARY PLANS
Salmon River Highway at
Slick Rock Creek

TO: G.W. Wimer
REGIONAL CONSTRUCTION ENGINEER

REGION 2 ENGINEER
RECEIVED
NOV 5 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UIE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

We have reviewed the subject plans and would suggest widening the left turn refuge to 14 feet. Because room for widening is restricted, this could be accomplished by narrowing the rock slopes from 8 to 7 feet. The resulting rock slopes would be 3.9:1.

We would also recommend adoption of the "L2" alternative proposal. In general, this entails removal of the south curb and pedestrian handrail from the bridge, installation of guardrail at all 4 bridge corners, a southerly shift of the west semi-tangent and deletion of the 2" overlay of existing pavement. This would allow more flexibility in shifting the curve in the vicinity of the road connection and lessen the amount of embankment required on the northerly side in front of the Blarney Castle. It also enables development of a partial hide-out lane for vehicles entering onto the highway from Slick Rock Creek Road and loading west without introducing a reverse curve into the westbound travel lane in order to pinch back into the confined width of the structure with the south handrail left in place.

With either alignment the east end is fixed due to the rock bluff on the right and the steep drop-off to the river on the left and necessitates a shorter than normal taper length in widening for the left turn refuge. The taper length on the west end is also inadequate due to the confined bridge width, however by removal of the south handrail this taper can be lengthened considerably.

Please refer to the previously submitted "L2" alternate proposal for alignment details.

8347

39

Salem, Oregon
October 10, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

48736 - Wright
48737 - Harbinski (O'Callahan - C.P.)
Slick Rock Creek Road Intersection
Salmon River Highway
Lincoln County

Attached are 2 descriptions, an authorization and R/W prints covering the R/W for the subject project, which is scheduled for January 29, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

2347

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Slick Rock Creek-Salmon River Bridge

DATE: June 3, 1974

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

6-7-74

cc G. L. Green
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
~~R. E. Royer~~
J. H. Versteeg
G. A. Potter
H. S. Cox
B. L. Gifford
R. N. Chase
H. C. Johnson
C. O. Fredrickson

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7405 2 290

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

RECEIVED
JUN 10 1974
ROAD DESIGN SECTION
1 [illegible]
2 A. Olson
3 Turpin
Scott
Swenson
R. Olson
Trout
Copy
☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up / /
Other

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7405 2 290 Return Date: MAY 27, 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

Agency WILDLIFE By JIM FORTUNE 867-4741

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

MAY 2 3 1974

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator   Ph: 378-3732

PNRS STATE REVIEW

Project #: 7405 2 290   Return Date: MAY 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

Alternative alignments to minimize impact upon Salmon river and maintain natural setting with beauty of stream corridor should be part of this study. Road alignment for safety is desirable, but freeway standards would not appear applicable.

Agency: Water Res.   By:

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIVISION
MAY 17 1974

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator   Ph: 378-3732

PNRS STATE REVIEW

Project #: 7405 2 290   Return Date: MAY 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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- (✓) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement.

- - - - - - - - - -

RECEIVED
MAY 14 1974
DIVISION OF STATE LANDS

REMARKS

OSHD will contact this office if removal or fill permits are required.

Agency Lands   By Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 973
Sally Reagan, Coordinator Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIVISION
MAY 2 8 1974

RECEIVED
MAY 14 1974
FISH COMMISSION

Pc → [illegible] 5/15/74

PNRS STATE REVIEW

Project #: 7405 2 290 Return Date: MAY 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - -

5/24/74

REMARKS

At this early stage of project planning we recommend the route be chosen that has the least impact on stream systems + the fishery resource.

Agency Fish By Bert Carnegie

8348 Deford Cr. Br. Sec. 1976
W. of Mill City
(Gr., Pav., St.)

L & A 5451 9-23-75
L & A 5616 4-8-76

334 7

OREGON STATE HIGHWAY DIVISION
Form A-101—(11-71)
SP*67806-734

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to:
Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1838

Date July 5, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: DeFord Creek Bridge Section
FAS 124

Covered by agreement dated 4/6/76

P.E. $ 900.00
Const. $19,000.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County advance deposit	$19,900.00	
		Amount previously transferred	14,700.00	
				$5,200.0
		County share of PE and Construction costs	$19,612.76	
(NOTE: Please send copy of Itemized Cost Statement with refund)		Amount previously transferred	14,700.00	
				$ 4,912.76
		To be refunded to County		$ 287.24

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 900.00
19,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 700.00
14,000.00

Give the number of the last previous request in connection with this same service. cc 1618
cc 1619

Credit distribution: PE 522-1931
Const 522-1060

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 5, 1978

County Linn **Contract No.** 8348 **Date Completed** 10/9/76

FAS 124 **Section** Deford Creek Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PE - Consultant		$ 7,523.48
State		2,514.17
Total PE		$ 10,037.65
Federal funds collected	$7,848.44	
Payment to Contractor (Fed. part.)		$149,729.75
Engineering Consultant		11,629.41
State		7,215.22
		$168,574.38
Interest paid to Contractor (non part.)		$ 25.68
Engineering		109.44
		135.12
Federal funds collected for Construction	$131,808.31	
Total cost of project		$178,747.05
Total participating costs		178,612.03
Total non-participating costs		135.12
Total Federal funds collected	$139,656.75	

County share of project costs are as follows:

½ ($178,612.03 - $139,656.75) + $135.12 =	$ 19,612.76
County advance deposit PE	$ 900.00
" " " Construction	19,000.00
	$ 19,900.00
County share of costs	$ 19,612.76
Refund due County	$ 287.24

Reference: Billing Form cc 1838

8348 STATE COPY

9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-602(1)	2. COUNTY Linn	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract involved construction of roadbed, base, pavement, and Bridge No. 4456A over DeFord Creek. The structure has a roadway width of 41.44 feet and is 144 feet long. All work was performed on the "DeFord Creek Bridge Section" of FAS 124 approximately 1/2 mile westerly of Mill City.

5. CONTRACTOR'S NAME Barnhart and Platt, Inc.	6. CONTRACT AMOUNT $ 152,088.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

9-8-77

SIGNATURE (SHD Official) D Keasey

TITLE Construction Engr.

RECEIVED STATE HWY ENGR. SEP 77

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
SEP 7 1977
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X081	0.047

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P.V. Riedl, Area Engr.	11. DATE OF INSPECTION 10-13-76 & 10-28-76

12. IN COMPANY WITH Jack Martin, Res. Engr., Gerald Wimer, Reg. 2 Const. Engr., OSHD Willis Grafe, Linn County Engr, Dick Dalke, Consultant

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original signed by P. V. RIEDL		16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
14. TITLE P. V. Riedl	15. DATE 9-7-77	17. TITLE District Engineer	18. DATE 9-7-77

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8348

July 29, 1977

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Attention: Richard N. Hatch
Controller

Gentlemen:

Reference is made to your recent letter concerning your claim which was filed on the Barnhardt and Platt, Inc. Contract No. 8348, the DeFord Creek Bridge Section in Linn County.

Your claim was filed with the Secretary of State on December 27, 1976, and was assigned his file no. 5166. This contract was completed on October 9, 1976, and accepted by the State on January 27, 1977.

At the time that you filed this claim we notified the United Pacific Insurance Company, the surety that furnished the performance bond on this contract. We will advise them that your claim against this contract is still unpaid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

R.A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

JULY 22, 1977

MR. CECIL HEAD, MANAGER
DEPARTMENT OF TRANSPORTATION
COMMISSION SERVICFS
121 TRANSPORTATION BLDG.
SALEM, OREGON 97310

RE: O.S.H.D. 8348
DEFORD CR. BRIDGE SEC.
LINN COUNTY

DEAR MR. HEAD:

ATTACHED IS COPY OF CORRESPONDENCE REGARDING SUBJECT PROJECT.

TO DATE, THIS CLAIM HAS NOT BEEN SATISFIED.

PLEASE ADVISE STATUS OF THIS CONTRACT.

VERY TRULY YOURS,

R. A. HATCH CO.

Richard N Hatch

RICHARD N. HATCH
CONTROLLER

RNH/NLP

RECEIVED
[illegible] 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

ROBERT W STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 23, 1976

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Attention: Richard N. Hatch
Controller

Gentlemen:

Reference is made to your letter of December 17, 1976, informing us that Barnhardt & Platt, Inc., owes you $172.80 for the installation of guardrail materials.

From the description given in your letter, this appears to be in reference to the Barnhardt & Platt, Inc., Contract No. 8348, Deford Creek Bridge Section in Linn County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C W. Head

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Barnhardt and Platt, Inc.
P. O. Box 27
Salem, OR 97308

#9291

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-602(1)
STATE PROJECT NO. See below

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. RS-50

COUNTY NAME Linn
PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED: 4-5-76
DATE AUTHORIZATION EFFECTIVE: 2-14-77
FEDERAL ROUTE NUMBER: Secondary 124
STATE ROUTE NUMBER: County Rd.

GENERAL LOCATION:
"Deford Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Construction engineering by Consultant - supplemental agreement #2.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Supplemental Consultant Agreement No. 2
TEC $2,629 FF $2,255.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-8-77 letter, I approve the Supplement #2 to Consultant Agreement with Kraus & Dalke. An approved copy is returned herewith. Maximum amount payable under Agreement as supplemental inclusive of all fees and other costs is $11,629.41 - FF $9,978.00.

DATE: 2-14-77
SIGNATURE OF APPROVING OFFICIAL: G.K. Hassner for
TITLE: DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8348

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 10, 1977

FROM: for L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT (Addendum to)
Mill City-Deford Br. Sec.
Lyons-Mill City Hwy. (FAS-124)
Linn County

RECEIVED
ROAD DESIGN SECTION
Requires Reply
Requires Answer
Receive & Keep
Do not File
Return To
Bring Up
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 2-18-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : John Sheldrake
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO
FOR
D/R Sign Act File

81-125-1367

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 26, 1977

In reply refer to: 1041B.2

SUBJECT: Addendum to PROJECT ASSESSMENT
Mill City-Deford Br. Section
Lyons-Mill City Hwy. (FAS-124) RS A487(-)
Linn County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The assessment for this project submitted December 31, 1975, was returned January 20, 1976. Our concurrence with your finding of a non major action was made at that time.

The subject addendum to the project assessment submitted with Mr. Rulien's January 18, 1977, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hosmer
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

PROJECT MANAGEMENT
FEB -2 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO
Rulien
FOR

BEN GIFFORD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 13, 1977

Salem, OR 97310

OK/R FILE:

CATEGORY
3 PROJECT

NON-MAJOR

FROM: Gary A. Potter, Manager
Environmental Section

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Addendum
Project Assessment
Mill City-Deford Br. Sec.
Lyons-Mill City Hwy. (FAS-124)
Linn County, Oregon

RS-A487 (-)

The original project assessment dated December 26, 1975, stated that there would be no right-of-way required. However, the most current design of the project is expected to generate about 9,000 cubic yards of excess escavated material, and would require about one acre of right-of-way for disposal of the excess material. The material would be disposed of by extending the northerly fill slope at M.P. 5.2 of the existing highway. The proposed disposal site falls outside of the subject project termini, but it is here that Linn County has future plans to use the fill slope extension to improve the existing alignment of the existing highway.

The proposed disposal site is a part of a large undeveloped area that extends along the southerly side of North Santiam River and lying between the present river channel and the Lyons-Mill City Highway. The river channel is about 100 meters from the toe of the proposed fill.

The natural vegetation within this area is riparian in nature consisting of a dense overstory, older growth, big leaf maple, red alder, and scattered douglas fir. The overstory extends upward 50-60 feet above ground elevation. The mid-story vegetation consists of a rather scattered population of the immature species of the overstory. Shade resistant vegetation such as bracken and sword ferns and native grasses form a rather sparse understory. Soils are the unconsolidated gravel sand and silts of an ancient flood plane terrace lying above the present stream channel. The area appears to be well drained and foundation problems are not anticipated.

Clearing for the disposal of the excess material would remove all the vegetation within an area tentatively delineated for a future highway fill. Removal of vegetation and the disposal of excess material would have some visual impact as seen from the highway and there would be some loss of wildlife habitat. The visual impacts would be minimized by the grading and shaping of the waste material to a suitable configuration for future highway embankment. Either seeding and mulching or a natural regrowth of vegetation would tend to blend the disturbed area into the existing background. Loss of wildlife habitat would not be significant as the area to be cleared would be only a small percentage of similar adjacent habitat.

A telephone line along the northerly edge of the highway would require adjustment.

BEN GIFFORD

PROJECT MANAGEMENT	JAN 14 '77	REFER TO	FOR
			See me Letter File Action R/D Investigate Info

It has been determined that the effects of the changes in the proposed right-of-way requirements on the natural and cultural environment would not be significant. It is, therefore, recommended that the existing classification of Category 3, Non-Major remain unchanged.

GAP:GR:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh

8348

PRO 6-2

February 8, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. RS-602(1)
Deford Creek Bridge Section

Attached for your approval are two copies of a supplemental agreement between Linn County and Kraus & Dalke Consulting Engineers covering an increase in construction engineering costs by the Consultant from the original $9,000.00 to a total of $11,629.41 on the subject project. No increase in total cost or federal funds on the project as currently under project agreement is anticipated as a result of these additional consultant engineering costs.

CL:ljt
Attachments

cc: H. Reynoldson

8348

1

February 3, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 27, 1977, we wrote to you concerning release of final payment on Contract No. 8348 awarded to Barnhardt and Platt, Inc., for work on DeFord Creek Bridge Section of FAS 124 in Linn County.

Final payment on this contract is $1,084.90 and the total contract amount is $149,729.75 including $247.77 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Barnhardt and Platt, Inc.
P. O. Box 27
Salem, OR 97308

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8348

February 1, 1977

Barnhardt & Platt, Inc.
P. O. Box 27
Salem, OR 97308

Attention: Hampton C. Platt
President

Gentlemen:

This will acknowledge receipt of your January 26 letter regarding Contract No. 8348 and the R. A. Hatch Company letter having to do with the installation of guardrail.

We have a standard procedure for the handling of claims which are filed with us against contracts. We acknowledge receipt of the claim, advise the claimant of his rights under the law, and notify the surety and the contractor that the claim has been received.

We make no effort to determine the validity of a claim, and contract payments are not withheld unless requested by the surety or by our Legal Counsel. Our attitude in regard to claims is one of complete impartiality, and as far as we are concerned the filing of a claim does not necessarily impair a contractor's record with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

BARNHARDT & PLATT, INC.
P. O. BOX 27 · SALEM, OREGON 97308 · PHONE 364-0581
office 399-7654

Jan 26, 1977

Mr. Cecil Head
Dept. Of Transportation
State Highway Admin
Salem, Oregon 97310

RE: your letter of
Dec. 23, 1976

Dear Sir;

I find it rather interesting that in your letter to R. A. Hatch, you have used the words "when your claim has been satisfied." You appear to be accepting his statement that this is a just claim; we do not agree to this. Hatch quoted us a price per hour for driving the guard railposts. They later billed us almost twice that amount per hour, which we have refused to pay.

We have talked to Kraus and Dalke, the engineers for this project, regarding payment of the final estimate. They were surprised that it had not been paid, since the job was accepted as completed on Oct. 22, 1976, over 90 days ago.

Please advise
Very truly yours,
Barnhardt & Platt, Inc.
Hampton Platt
Hampton C. Platt, Pres.

BPI/ca

RECEIVED
JAN 27 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8348

December 23, 1976

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

NOTED ON CARD
12-23-76

Attention: Richard N. Hatch
Controller

Gentlemen:

Reference is made to your letter of December 17, 1976, informing us that Barnhardt & Platt, Inc., owes you $172.80 for the installation of guardrail materials.

From the description given in your letter, this appears to be in reference to the Barnhardt & Platt, Inc., Contract No. 8348, Deford Creek Bridge Section in Linn County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Barnhardt and Platt, Inc.
P. O. Box 27
Salem, OR 97308

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

R. A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

December 17, 1976

Mr. Cecil Head
Manager
Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Head:

On October 8, 1976, this company installed guard rail materials on your project known as:

O.S.H.D. Contract 8348
DeFord Creek et al

The prime contractor on this project is Barnhardt & Platt, Inc., P. O. Box 27, Salem, Oregon 97308. The value of the work performed is $418.80. To date, we have received $246.00. Barnhardt & Platt, Inc., refuses to pay the balance owing of $172.80.

Pursuant to Section 107.28 of the Standard Specifications, we hereby request payment of $172.80 for equipment and labor on O.S.H.D. Contract 8348.

Very truly yours,

R. A. HATCH CO.

Richard N. Hatch nlp

Richard N. Hatch
Controller

RNH/nlp

RECEIVED
[illegible] 20 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
C. W. HEAD

8348

522-1060

SUPPLEMENTAL AGREEMENT

Kraus & Dalke Consulting Engineers
P.O. Box 146
Albany, OR 97321

1-24-77

Federal-aid County System
County of Linn
DeFord Creek Bridge
Agreement 8348

REGION 2 ENGINEER
RECEIVED
JAN 27 1977
RE RCE RME RTE ROE
ULE GEO RSO ROC RPE

Gentlemen:

The County of Linn desires to supplement the agreement entered into with Kraus & Dalke and executed on June 1, 1976 and identified as Agreement No. 8348.

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

PAYMENT shall be amended as follows:

Construction Engineering will be increased to $11,250.00 plus cost incurred by consultant to perform field and lab tests ($379.41).

The maximum amount payable under this agreement as supplemented inclusive of all fees and other costs is now $11,629.41.

If you concur in this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

Sincerely,

William Graf Co. Eng.
County Authorization

1-24-77
Richard Dalke, P.E.

Hopkins
Harwell
Holmes
Prange
Unrein RA

RECEIVED
FEB - 3 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

To: [illegible]
2-8-77

FASA487(124)
Linn Co
RS-602(1)
522-1060-

December 2, 1976

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 23 1976
COUNTY
CITY
UNIT

REGION 2 ENGINEER
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Oregon State Highway Division
Region II
PO Box 30
Salem, OR 97310

Attention: Mr. Phil Stearns

RE: DeFord Creek Bridge
Construction Engineering
(Supple'l Agree #2)

Gentlemen:

It is hereby agreed by both of the undersigned parties that the Construction Engineering will be increased to $11,250, plus cost incurred by consultant to perform field and lab tests as follows:

1. Concrete air entrainment 2 tests
   6 man hours @ $14.32 = $85.92
   164 miles @ $0.15 = $24.60
2. Base Rock-Sieve analysis, S.E., P.L., and fracture
   (O.S.H.D. price) = $61.00
3. Relative maximum densities (Proctor) = $60.00
4. Field density 3 man hours @ $14.32 = $42.96
   82 miles @ $0.15 = $12.30
5. Asphalt concrete - % A.C. and gradation
   (O.S.H.D. price) = $29.00

SUB TOTAL = $315.78

and cost to design additional work (retaining wall at Southeast corner of Bridge)

3 hours @ $14.32 = $42.90
1 hour @ $20.73 = $20.73
$63.63

Total of extra work $315.78 + 63.63 = $379.41

GRAND TOTAL $11,250 + $379.41 = $11,629.41

PROJECT MANAGEMENT
DEC 23 '76
REFER TO:
FOR
Info	Investigate	R/D	Action	File	Letter	See me
✓						

2 copies to
Cliff Laux
12/28/76

Kraus & Dalke Consulting Eng.

Howard S. Kraus

Richard Dalke

Linn County by:

Geo. K. Miller

Vernon Schrock

Ivan L. Timm

FAS 124

DeFord Creek Bridge
Contract No. 6348   Prefix: 522-1060
F.A. Project No. RS-602(1)

NARRATIVE REPORT

GENERAL DESCRIPTION OF WORK

Remove existing structure and existing roadway adjacent to structure. Construct new structure and new approach roads.

TYPE OF STRUCTURE

The structure is a 3 span structure made up of thirty-three simple spans of prestressed concrete slabs. The slabs are supported by poured-in-place concrete caps which are in turn supported by steel H-piling. Total length of the structure, which was built on a curve, is 150 feet measured along centerline.

WORK COMMENCED: June 25, 1976   **COMPLETED:** October 15, 1976

For the most part the plans were accurate and complete and easy to follow. One item that led to some confusion is found on Drawing No. 25780. In the General Notes the contractor is given an option to use either a 1 1/4 inch or a 3/4 inch diameter tie rod. The notes call for torqueing the 1 1/4 inch rods to 600 foot-pounds, but for some reason no figure is given for the torque on the 3/4 inch diameter rods.

One porblem that arose during the course of this project was the difficulty of driving the piles in a straight line within the bents. The most difficulty occurred in Bents 2 and 3 which are the interior trestle bents. Due to the large boulders in the ground and the impossibility of getting the pile driving equipment within a desired distance of the bents, the piles were driven somewhat out of line and twisted as they went down. For these conditions it would have been easier to keep the bents in line if the piling were cut off at the ground and footings poured in place. Concrete columns would have been constructed up from there. Of course this would have been much more expensive. As it turned out the contractor was able to pull the piles into line with cables and turnbuckles. Steel H-beam strongbacks, some constructed from pile cut-offs welded together and some of the contractors own materials, were welded permanently to the piles before the caps were poured to hold the piles in line and to counteract the elastic force trying to return the piles to their original alignment. All this was done at no expense to the State, save the cost of the pile cut-offs used in its construction. This was documented in P.A. No. 2.

REFERRED TO
Beard Reed
1 Cole WEC 4 Sample
2 Eriksen 3 Watson
Heger Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
DEC 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Another problem which arose was the availability of the 0.2% copper bearing steel specified for use in the piling. Apparently this material is not readily available in the form of piling. Therefore, the contractor was allowed to use A-36 steel in piles with the provision that he paint the piles in bents 2 and 3 at no additional expense. This was documented in P.A. No. 1.

E.W.O. No. 1 provided for the construction of a small retaining wall at the Southeast corner of the bridge. It became apparent that this wall was needed to contain the roadway at the corner of the bridge. The contractor could not come up with an acceptable price for the wall construction so it was done as a Force Account.

One feature of this project which turned out very well was the 2 inch monolithic paving dam on the outside slabs of the bridge. This paving dam was constructed on a curve parallel to the centerline of the roadway. This provided a neat curved edge for the A.C. wearing surface to be built against, eliminating the ragged edge that no doubt would have resulted from it not being there.

The bridge was permanently reopened to traffic on October 8, 1976, one day before the contractors 120 calendar days ran out. At that time there were a few minor items left to complete. The final inspection was held October 13, 1976. At that time it was agreed upon by those present that the project would be considered completed on time providing the few remaining items were finished in short order. These items were completed by the 15th of October.

Richard Dalke
Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

DeFord Creek Bridge
FAS 124 (Lyons-Mill City Rd.) Linn County
Contract No. 8348 Prefix: 522-1060
F.A.P. No. RS-602(1)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT
Contract Bid Items	152,088.00	149,397.08	-1.8%
Anticipated Items	300.00	0.00	-100.0%
Contingencies	6,857.46	247.77*	-96.4%
Engineering	13,714.92	15,892.04**	+15.9%
TOTAL	172,960.38	165,536.89	-4.3%

* Not all billings received

** Project figure for Final Engineering

STATEMENT OF OVERRUNS & UNDERRUNS

DeFord Creek Bridge
FAS 124 (Lyons-Mill City Rd.) Linn County
Contract No. 8348 Prefix: 522-1060
F.A.P. No. RS-602(1)

	ITEM NO. & DESCRIPTION PLAN QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
1)	Temporary Pretection & Direction of Traffic Lump Sum	100%	-0-	-0-
2)	Temporary Signs 392 sq. ft.	391.0	-1.0	-0.3%
3)	Temporary Continuous Rail traffic barrier, reflectorized. 38 lin. ft.	28.00	-10.00	-26.0%
4)	Temporary Continuous Rail Traffic barrier, lighted 38 lin. ft.	34.00	-4	-10.5%
	The length of lighted rail furnished by the contractor came out to only 34.0 lin. ft. which was found to be suitable to provide the temporary protection required.			
5)	Temporary Barricades 2 only	3	+1	+50%
	An additional Temporary Barricade was needed as a back-up for the Temporary Lighted Barrier which was continually having its lights vandalized.			
6)	Flagmen 200 hours	84	-116	-58.0%
	Only 84 hours were required			
7)	Clearing and Grubbing Lump sum	100%	-0-	-0-
8)	General Excavation 730 cubic yards	701	-29	-4.0%
9)	Watering 20 M-gal	9	-11	-55.0%
	Contract water amount was more than was needed			

10)	1" -0 Aggregate Base 850 Cubic Yards	995	+145	+17.1%
	Additional base was required due to over excavation of a soft area.			
11)	Class C Asphaltic Concrete 430 tons	363	-67	-15.6%
	Contract overestimated the amount of Asphaltic Concrete needed on this project.			
12)	Guardrail, Type 2A 100 lin. ft.	50	-50	-50.0%
	50 feet of Type 2A Guardrail is the correct amount called for on the plans.			
13)	Guardrail, Type 3 50 lin. ft.	109.5	+59.5	+119.0%
	Plans called for 112.5 lin. ft. of Type 3 Guardrail. Due to the 5 ft. radius curve in the rail at the southwest corner of the bridge the contractor was allowed to leave off 1 post to make the rail come out even. This made the total 109.5 lin. ft.			
14)	Guardrail Anchors, Type 1 2 only	2	0	0%
15)	Rail-End Pieces, Type B 1 only	2	+1	+100%
	Due to the post configuration of the guardrail at the northwest corner of the bridge a Type C endpiece could not be used. A Type B end piece was substituted.			
16)	Rail End Pieces, Type C 3 only	2	-1	-33.3%
	See item 15.			
17)	Bridge Removal Work Lump Sum	100%	0	0%
18)	Structure Excavation 90 cubic yards	87	-3	-3.3%
19)	Furnish HP 12x53 Steel Piling 360 lin. ft.	360	0	0%
20)	Furnish HP 12x73 Steel Piling 650 lin. ft.	642	-8	-1.2%
21)	Drive Steel Piles 27 only	27	0	0%

22)	Splice Steel Piles 6 only	4	-2	-33.3%
23)	Structural Concrete, Class 3300 Lump sum	100%	0	0%
24)	4' x 45'/50' Prestressed Slabs 33 only	33	0	0%
25)	Reinforcement Lump Sum	100%	0	0%
26)	Reinforced Concrete Bridge End Panels 98 sq. yds.	93	-5	-5.1%

The contract estimate of 98 sq. yards was equal to the bridge width (44') times the length of the panel (20'). This figure neglected to take into account the fact that the panel is not as wide as the bridge due to the 2' wide retaining wall.

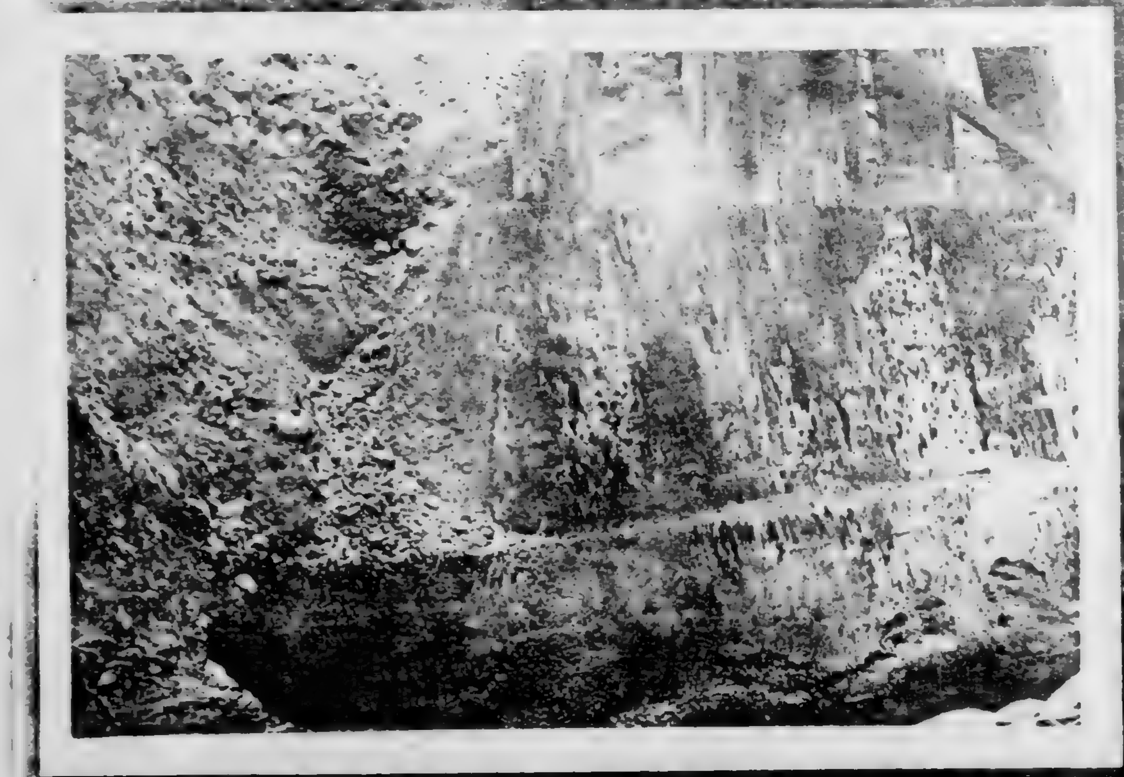
27)	Structural Steel Lump Sum	100%	0	0%
28)	Three Tube Steel Railing 296 lin. ft.	296	0	0%

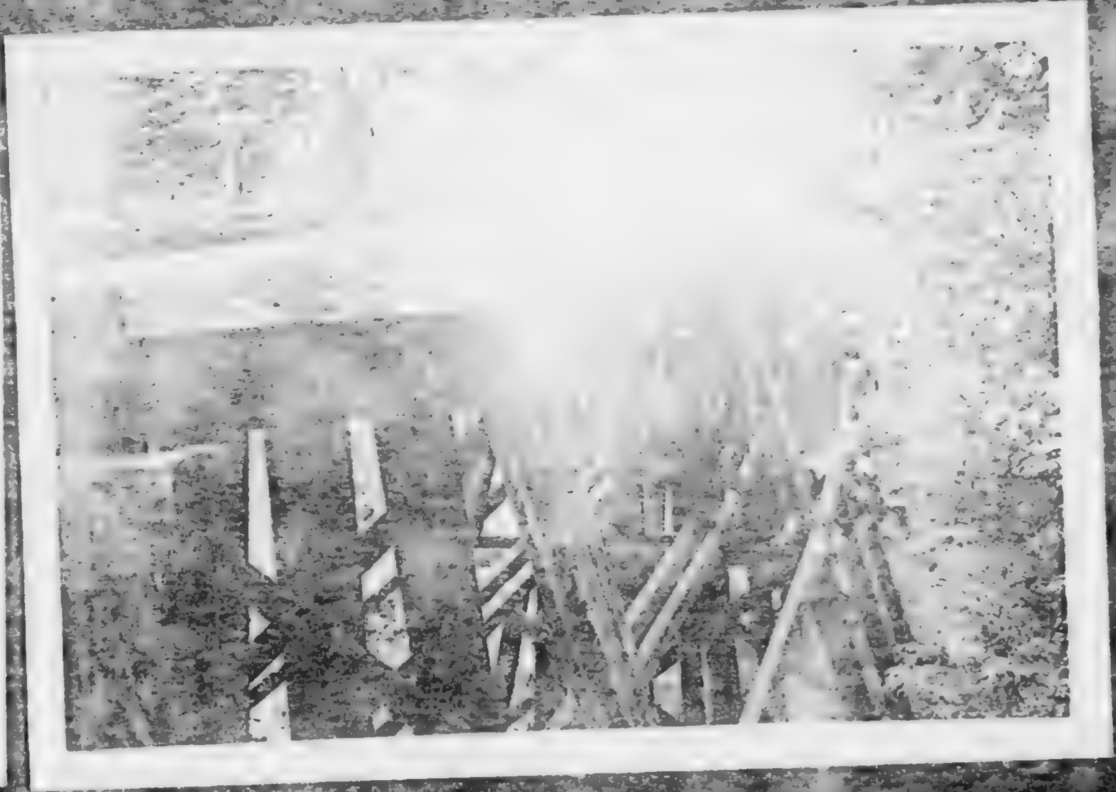
PRICE AGREEMENTS

PA 1)	Doc. Subst. Paint for Copp. Bearing Steel No Quantity	----	-----	----
PA 2)	Doc. Steel H-Beam Strongbacks No Quantity	----	-----	----

EXTRA WORK ORDERS

EWO 1)	Retaining Wall S.E. Bridge Corner Force Account	100%	0	0%





8348

NEAL D. MICHAEL
Roadmaster

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

WILLIS R. GRAFE, P.E.
County Engineer

November 12, 1976

Kraus and Dalke
Consultant Engineers
428 SE 2nd
Albany, Oregon 97321

RE: DeFord Creek Bridge
Construction Engineering
Overrun

Gentlemen:

We have reviewed your letter of November 4, 1976, hand carried by Mr. Dalke on November 8th regarding subject matter.

In response to the first sentence of the letter we presume the use of "time" as an element in the engineering estimates was inadvertent, since it is not identified as pertinent in the construction engineering portion of the agreement.

We are aware the grading and paving plans were prepared under the preliminary engineering phase of the agreement, and have a copy of your November 13, 1975 letter of transmittal to the State which includes them. Under the terms of the agreement of April 25, 1975, Section III-A, the preliminary and design engineering fee was to be $6,255.77. Add to that the supplemental agreement of April 26, 1976 in the amount of $1267.71, we have an authorized total of $7,523.48. Our records show as of November 1, 1975 a billing for supported cost by your firm of $6131.78 against the original agreement and as of January 6, 1976, a billing of $1267.71. These bills, provided by you, indicate to us that your preliminary engineering costs, covered under the agreement, were less than authorized and thus the matter of any eligible costs for grading and paving design, in addition to being over one year old, appears to have become moot. If you performed work which would be considered outside the terms of the agreement at no cost to the county, there is no legal way for it to be reimbursed under the term of Article IV, Section E, CHANGES IN WORK, items 2 of the agreement which states that amendments to the agreement covering work not under the scope of the agreement shall have prior approval before proceeding.

With regard to construction engineering, it is unfortunate that you did not bring up the matter prior to the time when the amount covered by the agreement was already exceeded.

We do, however, recognize the factors contributing to your added construction engineering costs as follows:

1. Slow progress by the contractor
2. Need by the contractor for relatively close supervision
3. Grading and paving inspection not specifically covered under the provision of Article I, Section A, Item 4, page 3 of the agreement.

Without an in depth analysis of work records, diaries, etc. which would be very time consuming and of doubtful validity due to assumptions necessary, an attempt will be make to establish a rational basis on which to make an equitable adjustment in the amount of your construction engineering. This may still be done since the account is still active and the work under 3 above could be reasonably said to deserve consideration.

Since the work described under I-A-4,(a)thru(k)of the agreement includes all aspects necessary, except, the grading and paving, it is considered appropriate to establish the relationship between the two aspects of the work upon which to base an equitable adjustment.

Using the data furnished in your letter of November 4, 1976, the resources used to perform the engineering are as follows:

	Structure	Grade & Pave	TOTAL
Time(& hours)	320.5	85.5	406.0
Trips	50	11	61

From this the relative percentage are determined as follows:

Percent time (grade & pave) = $\frac{85.5}{406} = 21\%$

Travel (grade and pave) $\frac{11}{61} = 18\%$

For estimating purposes, it will be considered 80% of all costs are appropriately chargeable to the structure and identified in the agreement and extension of this to include the added work involved in construction of the grading and paving would be equitable.

Computing the new amount to be covered under a supplemental agreement would use the $9,000 original estimate as a base and be as follows:

$$\frac{\$9000}{.80} = \$11,250$$ Total supported costs

Accordingly, we are prepared to enter into a supplemental agreement increasing the total amount of eligible construction engineering costs to $11,250.00

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bt

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

November 4, 1976

Mr. Willis Grafe
County Engineer
3010 Industrial Way
Albany, OR 97321

RE: DeFord Creek Bridge

Dear Mr. Grafe:

The Construction Engineering for the DeFord Creek Bridge project is exceeding the estimated amount of time approved in our Engineering Agreement. Our estimate of cost for the engineering for construction was prepared when the preliminary engineering agreement was presented to the county. At that time we were only to prepare the structure plans. The County Board of Commissioners did not want to agree to the Construction Engineering until they could see what their work load would be on the change that it could be done by County personnel. The Construction Engineering was therefore made optional. When the bid was let the Board did option to let us do the C.E. However, during the design phase, Mr. Michael requested that we also do the plans on the grading, detour and signing, (letter of November 3, 1975) which we did without any cost to the County, State or Federal government. None of this work was estimated to be done in the Contract Agreement since it was not known that it would be part of the project until after the Engineering Agreement was prepared.

The Construction Engineering costs to Nov. 1, 1976
Including all State costs:

K & D	$12,674.35
O.S.H.D. (Ellis Jones)	
O.S.H.D. (Region)	2,528.65
O.S.H.D. (Jack Martin)	
Sub total	$15,203.00

Estimated engineering to complete project	
"Final" preparation - 40 hrs @ $14.32	$572.80
As Built drawings - 8 hrs @ $8.32	66.56
Clerical - 8 hrs @ $6.21	49.69
Sub total	$689.04
TOTAL CONSTRUCTION ENGINEERING	$15,892.04

The original Engineering Agreement provided for $9000.00 total Construction Engineering for the consultant.

Engineering allowed under State estimate is 9% or $13,700 to 10% or 15,500 maximum.

The time that we actually spent on the project for the phases was as follows:

1. Structure
   320.5 hours (includes 2 and 3 man survey crew time)
   50 trips (4148 miles)

2. Grading and paving
   85.5 hours (includes 2 and 3 man survye crew time)
   11 trips (921 miles)

3. Miscellaneous, paper work, etc.
   224 hours

It can be seen from the above that the grading and paving did require a substantial amount of additional engineering work. Also the required number of trips was more than we estimated in the original agreement. We are requesting that Construction Engineering for the consultant be increased to $13,363.00.

The additional Construction Engineering is requested, and we feel fully justified, based on the above information. If you wish to discuss this further please let me know.

Sincerely,

Richard Dalke, P.E.
Resident Engineer

RD/ks

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DeFord Creek Bridge		WEEK ENDING: October 23, 1976
		SECTION PREFIX: 522-1060
HIGHWAY: FAS 124		COUNTY: Linn
NAME OF JOB: DeFord Creek Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Barnhardt and Platt, Inc.	CONTRACT NUMBER: 8348	FEDERAL AID PROJECT NUMBER: RS-602 (1)
DATE OF CONTRACT: 6/12/76	DATE WORK STARTED: 6/17/76	ESTIMATED COMPLETION DATE: 10/13/76
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 120
	SPECIFIED COMPLETION DATE: 10/9/76	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 172,960.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 159,245.46	ENGINEERING AUTHORIZATION: $ 13,714.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 152,168.00	ENGINEERING COST TO DATE: $ 12, 073.14	DATE PROJECT WAS COMPLETED: 10/9/76
ESTIMATED PERCENT OVERRUN UNDERRUN: 4.7 %	PERCENT OF AUTHORIZATION: 88 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	-------	100	100	100	----		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4456A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	---------	120		
MONDAY	sunny, fair	120		
TUESDAY	sunny, fair	120		
WEDNESDAY	sunny, fair	120		
THURSDAY	sunny, fair	120		
FRIDAY	sunny, fair	120		
SATURDAY	--------	120		

Routing
K Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 26 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

It was agreed by Gerald Wimer and Jack Martin of the O.S.H.D. at the time of the final inspection that the contractor not be charged excess calendar days providing he rectify the few remaining items left. These items have been corrected, thus completing the construction on this project.

SIGNED ________ LOCATION ________

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP·F216

fas 124
Linn Co

OREGON STATE HIGHWAY DEPARTMENT 6-76

Form A-161—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Linn County
Board of Commissioners
Courthouse

Albany, OR 97321

Attention of
Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1619

Date

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $19,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Deford Creek Bridge on FAS 124 Covered by agreement dated 12/18/74		14,000.00
		To be retained		$ 5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 19,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1060-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

fas 124
Linn Co

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-65)
SP*F294

6-76

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Linn County
Board of Commissioners
Courthouse

Albany, OR 97321

Attention of
Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1618

Date

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $900.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the P.E. for the Deford Creek Bridge, FAS 124 Covered by agreement dated 12/18/74		700.00
		To be retained		$200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 900.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1931-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8348

June 22, 1976

Barnhardt & Platt, Inc.
P. O. Box 27
Salem, OR 97308

Attention: Hampton C. Platt

Gentlemen:

Reference is made to your letter of June 21, 1976, concerning start of contract time on your Contract No. 8348, DeFord Creek Bridge Section in Linn County.

You indicated in our telephone conversation today that you finally received the executed contract yesterday, June 21, which was mailed to you on June 15.

I am forwarding your letter to Mr. Carroll Keasey, Construction Engineer for the State Highway Division.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc C. T. Keasey
Attn: John Bond (see note attached)

BARNHARDT & PLATT, INC.
P. O. BOX 27 · SALEM, OREGON 97308 · PHONE 364-0581

June 21, 1976

ATT:
Mr. Cecil Head
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon

RE: Deford Creek

Gentlemen:

In as much as we have not as yet received an executed contract for the above named project, we do not feel that your start of contract time on June 12 was realistic. We therefore request that a start work order not be issued until such time as we receive the contract.

Yours very truly,

Hampton C.Platt

RECEIVED
JUN 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contract No. 8348

6-1-76	Contract awarded.
6-1-76	Original contracts sent.
6-4-76	Contractor called saying they had not yet received contracts.
6-4-76	Issued new contracts identical to first set.
6-5-76	Contractor picked up new contracts from this office.
6-11-76	Contractor returned contracts by mail to be executed.
6-15-76	Fully executed contract mailed back to contractor.
6-22-76	Telephone call to Mr. Platt. They received contracts June 21.

#2348 6-21-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-602(1)

STATE PROJECT NO. Deford Creek Bridge Sectio

PROGRAM NO.

COUNTY NAME Linn

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO. RS-50

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED 4-5-76

DATE AUTHORIZATION EFFECTIVE 4-5-76

FEDERAL ROUTE NUMBER Secondary Route 124

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road 0.5 miles SW of Mill City

GENERAL DESCRIPTION OF WORK:
Construct one bridge (miles 0.03 Code X081)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 6-24-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4-3-76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $170,000 - Federal funds $132,900 in accordance with the procedures of your approved Secondary Road Plan.

DATE 6-21-76

SIGNATURE OF APPROVING OFFICIAL D K Hosner

TITLE for Division Engineer

8348

fas 124
Linn Co

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-17-76

FEDERAL AID PROJECT NO. RS-602(1)

STATE PROJECT NO. Deford Creek Bridge Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-50

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE January 14, 1976

FEDERAL ROUTE NUMBER Secondary Route 124

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road 0.5 miles SW of Mill City

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
JUN 18 1976
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Supplemental Consultant Agreement #1 $1,267.71 - Federal Funds $991.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 6-24-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's letter of 5-28-76 I approve the Supplement #1 to consultant agreement with Kraus & Dalke. An approved copy is returned herewith.

DATE 6-17-76

SIGNATURE OF APPROVING OFFICIAL G. K. Hosoner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-955

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 116	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Linn Project No. RS-602(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.5 mi. S.W. of Mill City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-24-75	0.03
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.03
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 181,846	FEDERAL FUNDS $ 142,185

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Deasey

Actg Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, June 10, 1976

Federal-Aid Project
No. RS-602(1)

Deford Creek Bridge Section
Federal Aid Secondary 124
Linn County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00

Type Code X081
Deford Bridge #4456A (Sta. 334+00 to Sta. 338+00)

Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	392 sq.ft.	4.00	1,568.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	38 lin.ft.	5.00	190.00
Temporary Continuous Rail Traffic Barrier, Lighted	38 lin.ft.	7.00	266.00
Temporary Barricades	2 only	100.00	200.00
Flagmen	200 hour	15.00	3,000.00
Clearing and Grubbing	All Required		800.00
General Excavation	730 cu.yd.	5.00	3,650.00
Watering	20 M-gal.	15.00	300.00
1"-0 Aggregate Base	850 cu.yd.	7.00	5,950.00
Class "C" Asphalt Concrete	430 ton	23.00	9,890.00
Guard Rail, Type 2A	100 lin.ft.	10.00	1,000.00
Guard Rail, Type 3	50 lin.ft.	16.00	800.00
Guard Rail Anchors, Type 1	2 only	150.00	300.00
Rail End Pieces, Type B	1 only	60.00	60.00
Rail End Pieces, Type C	3 only	100.00	300.00
Bridge Removal Work	All Required		10,000.00
Structure Excavation	90 cu.yd.	20.00	1,800.00
Furnish HP 12X53 Steel Piling	360 lin.ft.	15.00	5,400.00
Furnish HP 14X73 Steel Piling	654 lin.ft.	16.00	10,464.00
Drive Steel Piles	27 only	300.00	8,100.00
Splice Steel Piles	6 only	100.00	600.00
Structural Concrete Class 3300 (100 c.y.)	All Required		15,000.00
4' x 45'/50' Prestressed Slabs	33 only	1,500.00	49,500.00
Reinforcement (10,500 lbs.)	All Required		3,150.00
Reinforced Concrete Bridge End Panels	98 sq.yd.	20.00	1,960.00

3 STATE COPY 1

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-116	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State **Oregon** County **Linn** Project No. **RS-602(1)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.5 mi. S.W. of Mill City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-24-75	0.03
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.03

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 181,846	$ 142,185

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Deasey

Actg Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 7 197[illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 10, 1976

Federal-Aid Project
No. RS-602(1)

Deford Creek Bridge Section
Federal Aid Secondary 124
Linn County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 9,000.00

Type Code X081
Deford Bridge #4456A (Sta. 334+00 to Sta. 338+00)

Temporary Protection and Direction of Traffic	All	Required		3,000.00
Temporary Signs	392	sq.ft.	4.00	1,568.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	38	lin.ft.	5.00	190.00
Temporary Continuous Rail Traffic Barrier, Lighted	38	lin.ft.	7.00	266.00
Temporary Barricades	2	only	100.00	200.00
Flagmen	200	hour	15.00	3,000.00
Clearing and Grubbing	All	Required		800.00
General Excavation	730	cu.yd.	5.00	3,650.00
Watering	20	M-gal.	15.00	300.00
1"-0 Aggregate Base	850	cu.yd.	7.00	5,950.00
Class "C" Asphalt Concrete	430	ton	23.00	9,890.00
Guard Rail, Type 2A	100	lin.ft.	10.00	1,000.00
Guard Rail, Type 3	50	lin.ft.	16.00	800.00
Guard Rail Anchors, Type 1	2	only	150.00	300.00
Rail End Pieces, Type B	1	only	60.00	60.00
Rail End Pieces, Type C	3	only	100.00	300.00
Bridge Removal Work	All	Required		10,000.00
Structure Excavation	90	cu.yd.	20.00	1,800.00
Furnish HP 12X53 Steel Piling	360	lin.ft.	15.00	5,400.00
Furnish HP 14X73 Steel Piling	654	lin.ft.	16.00	10,464.00
Drive Steel Piles	27	only	300.00	8,100.00
Splice Steel Piles	6	only	100.00	600.00
Structural Concrete Class 3300 (100 c.y.)	All	Required		15,000.00
4' x 45'/50' Prestressed Slabs	33	only	1,500.00	49,500.00
Reinforcement (10,500 lbs.)	All	Required		3,150.00
Reinforced Concrete Bridge End Panels	98	sq.yd.	20.00	1,960.00

Structural Steel (2,800 lbs.)	All Required		3,000.00
Three Tube Steel Railing	296 lin.ft.	40.00	11,840.00
			$152,088.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 200.00
	Subtotal	$152,288.00
	Engineering	20,558.00
	Total	$172,846.00

Length of Project . . . . 0.047 Mile

Length of Structure . . . . 0.027 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 9,000.00	$ 7,037.00	$ 981.00	$ 982.00
Structure	172,846.00	135,148.00	18,849.00	18,849.00
Total	$181,846.00	$142,185.00	$19,830.00	$19,831.00

Group 1	100%
Contract No.	8348
Prefix No.	522-1060
Prefix No. P.E.	522-1931

Deford Creek Bridge Section
Nonparticipating State Work

State Responsibility for Damages	All Required	$ 100.00

8348

May 7, 1976

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attn: Mr. Willis Graff
County Engineer

Gentlemen:

Please disregard our advance deposit statement dated May 4, 1976, and use the following request instead.

On April 29, 1976, a satisfactory bid was received from Barnhardt and Platt Inc., P.O. Box 27, Salem Oregon 97308, for the DeFord Creek (Lyons-Mill City Road) Bridge Section, FAS 124. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$152,088.00
Damages	100.00
Temporary Erosion Control	200.00
4½% Contingencies	6,857.46
9% Engineering	13,714.92
Estimated Total Cost	$172,960.38

County's Advance Deposit:
11% of $172,960.38 = $19,025.64 or say $19,000.00

Please make this advance deposit in the amount of $19,000.00 payable by check or warrant to the Oregon Transportation Commission and forward it to the Highway Division, Region 2 office in Salem; attention Mr. Phil Stearns.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS
George N. Hopkins
Project Development Engineer

HR:dp
bc: Phil Stearns - Would you please forward this advance deposit to our Finance Section along with one copy of the attached advance deposit, also inform Project Management Section so the contract can be awarded.

☐ ENGR ☐ ASST.MGR ☐ [illegible] ☐ DE
☐ OPE ☐ CE ☒ RE ☒ RPE ☐

Form 81-734-1382

Oregon State Highway Division

AD 197

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

CARD 1

Depositor Linn County

Amount $19,000.00

Section Responsible for Monitoring Project Region 2

Estimated Completion Date January 1, 1977

Purpose Advance deposit for the construction of the DeFord Creek (Lyons-Mill City Rd.) Bridge, FAS 124

Other Information (File #, FA Project, etc.) RS-602(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix
PE Prefix

(4) ☐ SCA	(7) ☐ Off System
(5) ☐ Urban	(8) ☐ Title II, Normal
(6) ☒ FAS-C	(9) ☐ Title II, Grade Crossing

CARD 2

Remarks 11% of costs are County's, 11% is State's and 78% is FHWA's. All costs not participated in by FHWA are 100% County costs.

Prepared by RHPrange Date 5/7/76
Robert H. Prange

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor Linn County

Remarks $19,000.00 is advance deposit for the construction of the DeFord Creek (Lyons-Mill City Rd.) Bridge, FAS 124, RS-602(1) (Prefix 522-1060-297)

Received by

Form 81-734-1382

May 7, 1976

Mr. Hampton C. Platt, President
Barnhardt and Platt
Post Office Box 27
Salem, Oregon 97308

Dear Mr. Platt:

Reference is made to your letter of May 5 concerning your bid on the DeFord Creek Bridge Project on which bids were received April 29, 1976.

Your letter of explanation was reviewed by staff, our Chief Counsel and the Federal Highway Administration. Following this review of the details involved in preparing and submitting this proposal, it was the concensus that the certification had been prepared in error and did not reflect your intent or desire.

We are recommending to the Transportation Commission that this project be awarded to you. You will be advised of the Commission's action within a few days.

Very truly yours,

F. B. Klaboe, Assistant
Director of Operations

bc: H. S. Coulter
E. S. Hunter
Walt Barrie
L. W. Rulien
C. W. Head

CWH:fkn srb

DATE: May 6, 1976

TO: MEMO TO THE FILES

George N Hopkins

FROM: George N. Hopkins
Project Development Engineer

The bid proposal submitted by Barnhardt and Platt, Inc. for construction of the DeFord Creek Bridge Section project on April 29, 1976 appeared to be nonresponsive with regard to the required contract provisions for federal aid contracts relating to minority business enterprise and federal aid highway construction.

I telephoned Mr. Hampton C. Platt, President of Barnhardt and Platt, Inc. on the afternoon of Wednesday, May 5, and discussed the matter with him.

Mr. Platt stated that the certification included in his proposal had been completed in error and that it was not his intention to subcontract any port of the project.

Following this telephone discussion Mr. Platt prepared a letter of explanation and this morning (May 6, 1976) he personally delivered the letter to Cecil Head.

The letter of explanation was reviewed by H. S. Coulter, Walt Barrie, Cecil Head and myself. Three other proposals submitted by Mr. Platt on April 29, 1976 were also reviewed. These three proposals confirmed Mr. Platt's statement that he did not intend to subcontract portions of these projects.

At this point I telephoned Mr. Ernest Valach, FHWA, and discussed the details of this matter with him.

Following this comprehensive review of the details involved in preparing and submitting this bid proposal it was the concensus that the certification had been prepared in error and did not reflect the bidders intent or desire.

It was unanimously agreed that the proposal of Barnhardt and Platt, Inc. be considered valid and subject to verification of the contract amount, recommend that the contract be awarded to this low bidder.

GNH:sch

cc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
✓ Cecil Head
Earnest J. Valach, FHWA
C. T. Keasey
C. O. Fredrickson
C. G. Swenson
M. D. Glenn
D. N. Harwell
Walt Barrie

NOTED
C. W. HEAD

BARNHARDT & PLATT
GENERAL CONTRACTORS
P.O. BOX 27
SALEM OREGON

May 5, 1976

Mr. F.B.Klaboe
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Klaboe:

Permission is hereby respectfully requested to correct an error which appears in the bid proposal of this company on the Deford Creek Bridge project which was opened on April 29,1976.

In preparing our proposal and submitting our bid we intended to state that we would not sub-contract any of the work, and accordingly we did not attach any certification concerning contacting minority business enterprises. Through error and inadvertance we checked the wrong space on the bid form and indicated that we do intend to sub-contract.

It was not and is not our intention or desire to subcontract any of the work and are of the opinion that correction of our error is beneficial to the Government, and does not predjudice the rights or interests of any person or firm.

As authority for our position we cite the regulations to Title 41 U.S.C.A. Sections 1-2.405, 1-2.406-1,2,and 3.

A copy of the pertinent regulations is enclosed, and you will note the correction in such cases is indeed permitted, especially if it results in lower costs to the Government.

We will appreciate your favorable consideration of this request.

Very truly yours,

Barnhardt & Platt,Inc.
Hampton C. Platt
Hampton C.Platt
President

Walt Barnes

RECEIVED
MAY 6 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(g) The originals of all rejected bids, and any written findings with respect to such rejections, shall be preserved with the papers relating to the procurement.

§ 1-2.404-3 Notice to bidders of rejection of all bids

When it is determined to reject all bids, the contracting officer shall notify each bidder that all bids have been rejected, stating the reason for such action.

§ 1-2.404-4 Restrictions on disclosure of descriptive literature

(a) When a bid is accompanied by descriptive literature (as defined in § 1-2.202-5(a)), and the bidder imposes a restriction that such literature may not be publicly disclosed, such restriction renders the bid nonresponsive if it prohibits the disclosure of sufficient information to permit competing bidders to know the essential nature and type of the products offered or those elements of the bid which relate to quantity, price and delivery terms. The provisions of this paragraph (a) do not apply to unsolicited descriptive literature submitted by a bidder if such literature does not qualify the bid (see § 1-2.202-5(f)).

(b) Descriptive literature restricted by a bidder against public disclosure shall not be disclosed in a manner which would contravene the restriction without permission of the bidder.

§ 1-2.404-5 All or none qualifications

Unless the invitation for bids so provides, a bid is not rendered nonresponsive by the fact that the bidder specifies that award will be accepted only on all, or a specified group, of the items included in the invitation for bids. However, bidders shall not be permitted to withdraw or modify "all or none" qualifications after bid opening since such qualifications are substantive and affect the rights of other bidders.

§ 1-2.405 Minor informalities or irregularities in bids

A minor informality or irregularity is one which is merely a matter of form and not of substance or pertains to some immaterial or inconsequential defect or variation of a bid from the exact requirement of the invitation for bids, the correction or waiver of which would not be prejudicial to other bidders. The defect or variation in the bid is immaterial and inconsequential when its significance as to price, quantity, quality, or delivery is trivial or negligible when contrasted with the total cost or scope of the supplies or services being procured. The contracting officer shall either give the bidder an opportunity to cure any deficiency resulting from a minor informality or irregularity in a bid or waive such deficiency, whichever is to the advantage of the Government. Examples of minor informalities or irregularities include:

(a) Failure of bidder to return the number of copies of signed bids required by the invitation for bids.

(b) Failure to furnish required information concerning the number of bidders' employees.

(c) Failure of bidder to sign its bid, but only if (1) the unsigned bid is accompanied by other material indicating the bidder's intention to be bound by the unsigned bid document, such as a bid guarantee, or a letter signed by the bidder referring to and clearly identifying the bid itself; or (2) the firm submitting a bid has formally adopted or authorized, before the date set for opening of bids, the execution of documents by typewritten, printed, or stamped signature and submits evidence of such authorization and the bid carries such a signature.

(d) Failure of a bidder to acknowledge receipt of an amendment to an invitation for bids, but only if:

(1) The bid received clearly indicates that the bidder received the amendment, such as where the amendment added another item to the invitation for bids and the bidder submitted a bid thereon; or

(2) The amendment involves only a matter of form or is one which has either no effect or merely a trivial or negligible effect on price, quality, quantity, or delivery of the item bid upon.

§ 1-2.406 Mistakes in bids

§ 1-2.406-1 General

After the opening of bids, contracting officers shall examine all bids for mistakes. In cases of apparent mistakes and in cases where the contracting officer has reason to believe that a mistake may have been made, he shall request from the bidder a verification of the bid, calling attention to the suspected mistake. If the bidder alleges a mistake, the matter shall be processed in accordance with this § 1-2.406. Such actions shall be taken prior to award.

§ 1-2.406-2 Apparent clerical mistakes

Any clerical mistake, apparent on the face of a bid, may be corrected by the contracting officer prior to award, if the contracting officer has first obtained from the bidder verification of the bid actually intended. Examples of such apparent mistakes are: obvious misplacement of a decimal point; obviously incorrect discounts (for example, 1 percent 10 days, 2 percent 20 days, 5 percent 30 days); obvious reversal of the price f. o. b. destination and the price f. o. b. origin; and obvious mistake in designation of unit. Correction shall be reflected in the award document.

§ 1-2.406-3 Other mistakes disclosed before award

(a) Heads of executive agencies are authorized, in order to minimize delay in contract awards, to make the administrative determinations described below in connection with mistakes in bids alleged after opening of bids and before award. The authority contained herein to permit correction of bids is limited to bids which, as submitted, are responsive to the invitation for bids, and may not be used to permit correction of bids to make them responsive. This authority is in addition to that in § 1-2.406-2 or that which may be otherwise available.

(1) A determination may be made permitting the bidder to withdraw his bid where the bidder requests permission to do so and clear and convincing evidence establishes the existence of a mistake. However, if the evidence is clear and convincing both as to the existence of a mistake and as to the bid actually intended, and if the bid, both as uncorrected and corrected, is the lowest received, a determination may be made to correct the bid and not permit its withdrawal.

(2) A determination may be made permitting the bidder to correct his bid where the bidder requests permission to do so and clear and convincing evidence establishes both the existence of a mistake and the bid actually intended. However, if such correction would result in displacing one or more lower acceptable bids, the determination shall not be made unless the existence of the mistake and the bid actually intended are ascertainable substantially from the invitation and bid itself. If the evidence is clear and convincing only as to the mistake, but not as to the intended bid, a determination permitting the bidder to withdraw his bid may be made.

(3) If the evidence does not warrant a determination under subparagraph (1) or (2) of this paragraph, a determination may be made that a bidder may neither withdraw nor correct his bid.

(b) Heads of executive agencies may delegate to a central authority in their agencies, without power of redelegation, authority to make the determinations under this § 1-2.406-3.

(c) Each proposed determination shall be approved by the agency's General Counsel, Associate General Counsel, an Assistant General Counsel, or other comparable legal officer.

(d) Suspected or alleged mistakes shall be processed as follows:

(1) Whenever the contracting officer suspects that a mistake may have been made in a bid, he shall immediately request the bidder to verify the bid. Such request shall inform the bidder why the request for verification is made—that a mistake is suspected and the basis for such suspicion; e. g., that the bid is significantly out of line with the next low or other bids or with the Government's estimate. If the time for acceptance of bids is likely to expire before a decision can be made, the contracting officer shall request all bidders whose bids may become eligible for award to extend the time for acceptance of their bids. If the bidder whose bid is believed erroneous does not grant such extension of time and a decision cannot be reached before expiration of the time for acceptance, even if handled by telegraph or telephone as provided in subparagraph (4) of this paragraph, the bid shall be considered as originally submitted.

(2) If the bidder verifies his bid, the contracting officer shall consider it as originally submitted. If the bidder alleges a mistake, the contracting officer shall advise him to support his allegation by statements concerning the alleged mistake and by all pertinent evidence, such as the bidder's file copy of the bid, his original worksheets and other data used in preparing the bid, subcontractors' and suppliers' quotations, if any, published price lists, and any other evidence which will serve to establish the mistake, the manner in which it occurred, and the bid actually intended.

(3) Where the bidder furnishes evidence in support of an alleged mistake, the case shall be referred to the appropriate authority together with the following data:

(i) All evidence furnished by the bidder.

(ii) A copy of the bid, of the invitation for bids, and any specifications or drawings relevant to the alleged mistake.

(iii) An abstract or record of the bids received.

(iv) A written statement by the contracting officer setting forth—

(A) The expiration date of the bid in question and of the other bids submitted;

(B) Specific information as to how and when the mistake was alleged;

(C) A summary of the evidence submitted by the bidder;

(D) In the event only one bid was received, a quotation of a recent contract price for the supplies or services involved or, in the absence of a recent comparable contract, the contracting officer's estimate of a fair price for the supplies or services and the basis for such estimate;

(E) Any additional evidence considered pertinent including copies of all correspondence between the contracting officer and the bidder concerning the alleged mistake; and

(F) The course of action with respect to the bid that the contracting officer considers proper on the basis of the evidence.

(4) When time is of the essence, because of the expiration of bids or otherwise, the contracting officer may refer the case by telegraph or telephone to the designated authority. Ordinarily, however, contracting officers will not refer mistake in bid cases to the designated authority by telegraph or telephone, particularly when the determinations set forth in (a) (2) and (3) of this section are applicable, since actual examination of the evidence is generally necessary to determine the proper action to be taken.

(5) Where the bidder fails or refuses to furnish evidence in support of a suspected or alleged mistake, the contracting officer shall consider the bid as submitted unless the amount of the bid is so far out of line with the amounts of other bids received or with the amount estimated by the agency or determined by the contracting officer to be reasonable, or there are other indications of error so clear, as reasonably to justify the conclusion that acceptance of the bid would be unfair to the bidder or to other bona fide bidders, in which case it may be rejected. The attempts made to obtain the information required and the action taken with respect to the bid shall be fully documented.

(e) Nothing contained in this section 1-2.406-3 shall deprive the Comptroller General of his statutory right to question the correctness of any administrative determination made hereunder nor deprive any bidder of his right to have the matter determined by the Comptroller General should he so request. All doubtful cases shall be submitted to the Comptroller General for advance decision in accordance with agency procedures.

(f) Each agency shall maintain records of all administrative determinations made in accordance with this section 1-2.406-3, the facts

8347

5151
5616

SUPPLEMENTAL CONSULTANT AGREEMENT #1

THIS SUPPLEMENTAL AGREEMENT, made and entered into by and between LINN COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Kraus & Dalke Consulting Engineers, a partnership located at 428 E. Second Street, Albany, Oregon 97321, acting by and through its company officers, hereinafter called "Consultant" and dated April 26, 1976;

WITNESSETH

WHEREAS, County and Consultant entered into a consultant agreement pertaining to the performance of engineering services for the DeFord Creek Bridge; and

WHEREAS, said agreement was approved by the Oregon State Highway Division and the Federal Highway Administration; and

WHEREAS, it has been determined by County and Consultant and the approving agencies that the aforesaid agreement, although remaining in full force and effect, should be supplemented by this agreement in the manner hereinafter set forth in order to more clearly define additional engineering costs; and

WHEREAS, there is attached hereto, marked Exhibit A and by this reference made a part hereof a copy of consultants fee schedule setting forth additional preliminary engineering costs.

NOW, THEREFORE, the premises being generally as stated in the foregoing RECITALS and in consideration of the mutual obligations contained herein, it is mutually agreed by the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform such additional preliminary engineering in the form of design alterations as described in the attached Exhibit A.

THINGS TO BE DONE BY COUNTY

1. County agrees to the necessity of the additional preliminary engineering and shall pay to the consultant the additional amount of $1,267.71 for design alterations.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST

Del W. Riley

SEAL

LINN COUNTY, by and through its
County Board of Commissioners

By Geo. K. Miller

By Vernon Schrock

By Ian Timm

APPROVAL

Ed Hunter
Oregon State Highway Division

Kraus & Dalke Consulting Engineers

By Richard Dalke
Partner

APPROVED AS TO FORM
Jackson L. Frost
Linn Co. District Attorney
No. 76-077

ADDITIONAL PRELIMINARY ENGINEERING

Design alterations as requested by the State Highway Division reflecting roadway and structural width change.

Principle Design Engineer	- 32 hrs. @ $11.89/hr.	$ 380.48
Draftsman	- 42½ hrs. @ $5.72/hr.	243.10
		$ 623.58
Overhead (76.78%)		478.78
		$1,102.36
Profit (15%)		165.35
Total Cost of Design Revisions		$1,267.71

Exhibit A

8548

FAS 124
Linn Co

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

CC. John Oaks

Attention: County-City Unit

Subject: Federal Aid Project No. RS-602(1)
Project Name DeFord Creek Bridge Section
County Road #6 (FAS 124)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 14th day of April, 1976

County of Linn

Geo. K. Melles
County Judge/Chairman

Vernon Schrock
Commissioner

Ian Timm
Commissioner

RECEIVED
COUNTY & CITY SECTION
APR 23 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RC ☒ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8348 13

April 8, 1976

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5616

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the construction of the DeFord Creek Bridge Section of the Lyons-Mill City Road (FAS 124) in Linn County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar
Att.

bc Don Harwell (agreement att.)

Linn Co
FAS 124

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 24, 1976

FILE: 522-1931

Phil

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

SUBJECT: Consultant Fee Claim
DeFord Bridge FAS 124
Linn County

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is a claim for additional consultant engineering fees on subject project.

I was in attendance at both meetings and verify the events Mr. Dalke has outlined.

Region Office recommends the claim be processed for payment.

Bob:
Please send to FHWA
for approval of additional P.E.

POS/elf

Attach.

[illegible]

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COUNTY & CITY SECTION
FEB 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

522-1931

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL MICHAEL
Acting County Engineer

DEL BURKHART
Roadmaster

REGION 2 ENGINEER
RECEIVED
FEB 20 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC [✓ ☐ RFE]

February 19, 1976

Oregon State Highway Division
% Mr. Phil Stern
Region 2 Federal Aid Eng.
East Highway Building
Salem, Oregon 97310

RE: DeFord Bridge F.A.S.
Route 124

Dear Mr. Sterns:

Reference is made to our conversation concerning additional cost due to design changes requested by Highway Division.

Attached, please find letter from Consulting Engineer, Mr. Richard Dalke, regarding prelimary review meeting, August 22, 1975, and final review meeting, December 4, 1975.

Design changes made resulted in additional engineering fees, amounting to $1,267.71 (see attached), paid by Linn County.

Please review enclosures and submit claim for payment consideration.

Respectfully yours,

Neal D. Michael

Neal D. Michael
Acting County Engineer

NDM:bt
Attached

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COUNTY & CITY SECTION
FEB 24 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

RECEIVED FEB 13 1976

February 11, 1976

Mr. Neal Michael
Acting County Engineer
3010 Industrial Way
Albany, OR 97321

Dear Mr. Michael:

Re: DeFord Bridge

In response to our conversation concerning the design changes of the subject project, please be advised that, according to my notes and to the best of my recollection, the following sequence of events took place. The preliminary plans were submitted to Mr. Gordon Wallace, former Linn County Engineer, in August of 1975, for his review. We then made arrangements to meet with the State Highway Department for their preliminary approval. Mr. Wallace and myself were both present to meet with Mr. L. L. Wallace, the Assistant State Highway Bridge Engineer. We discussed the width, length, hydraulics and other miscellaneous items.

With reference to width, we specifically talked about the downstream sidewalk and it was concluded that sufficient width was available with the proposed 40 foot structure. (This was also in conformance to the application prepared by the County.) However, in a subsequent meeting held with state officials, they indicated that the federal level of approval could not be obtained unless a total of 40 feet clear width was provided. Following that meeting you obtained permission from the County Board of Commissioners to authorize us to prepare the revised plans.

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FEB 24 1976
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

It was the intention of Mr. Gordon Wallace to have a 40 foot wide structure, including the sidewalk, and his application was prepared accordingly. If we had been advised either at the preliminary meeting or shortly thereafter, we could have avoided the extra work required to revise the plans. If you have any questions, please let me know.

Yours truly,

Richard Dalke, P.E.

RD:bjf

LINN COUNTY OREGON

ALBANY, OREGON 97321

Fas 124
Linn 6

96-395
1232

7233

The Treasurer Of
Linn County
Will Pay

	Date	Warrant Number	Amount
KRAUS & DALKE P.O. BOX 146 ALBANY, OREGON 97321	1 14 76	7,233	$1,267.71**

PLEASE CASH WITHIN
30 DAYS

COUNTY CLERK

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		15-6015-01	865.22 ✓	
		15-6009-01	402.49 ✓	1,267.71

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COUNTY & CITY SECTION
FEB 27 1976
☒ ENGR. ☐ COOR. ☐ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

LINN COUNTY OREGON

ALBANY, OREGON 97321

[illegible]

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COUNTY & CITY SECTION
FEB 27 1976
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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

KRAUS & DALKE
CONSULTING ENGINEERS
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

January 6, 1976

CHARGE TO

15-6015-01 # 865.22
ACCT. NUMBER

15-6009-01 # 402.49
ACCT. NUMBER

ACCT. NUMBER

1-8-75
Date

Signature

Linn County Engineering Department
3010 Industrial Way
Albany, Oregon 97321

Statement for Professional Services

Design engineering alterations as requested by the State of Oregon reflecting roadway and structural width changes.		
Principal Design Engineer.	32 hrs. @ $11.89/hr.	$380.48
Draftsman	42 1/2 hrs. @ 5.72/hr.	243.10
		$623.58
$623.58 times 76.78% Overhead Allowance		478.78

COUNTY CLERK

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		15.6015.01	865.22 ✓	
		15.6004.01	402.49	1,267.71

RECEIVED
COUNTY & CITY SECTION
FEB 27 1976
☒ ENGR. ☐ COOR. ☐ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

LINN COUNTY OREGON
ALBANY, OREGON 97321

RECEIVED
COUNTY & CITY SECTION
FEB 27 1976
☒ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

KRAUS & DALKE
CONSULTING ENGINEERS
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

January 6, 1976

CHARGE TO
15-6015-01 $865.22
ACCT. NUMBER
15-6004-01 $402.49
ACCT. NUMBER

ACCT. NUMBER
1-8-75
Date
Signature

Linn County Engineering Department
3010 Industrial Way
Albany, Oregon 97321

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		$623.58
$623.58 times 76.78% Overhead Allowance		478.78
		$1,102.36
$1,102.36 times 15% Profit Factor		165.35
TOTAL AMOUNT DUE FOR DESIGN REVISIONS		$1,267.71

RECEIVED ... 9 1976

Contract #8348

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 26, 1976

FILE: PRO 4-3

FROM: L. W. Fuller
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
DeFord Bridge-Mill City Sect.
Lyons-Mill City Hwy.
Linn County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
ESH
Hunter
Date 1-26-76.

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
FOR

2 95 [illegible]

Form FHWA 121 (Rev. 5-73)

DIST. 4

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-602(-)
DeFord Bridge-Mill City
Lyons-Mill City HIghway
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 31 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappen
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

JAN 23 '76
REFER TO
Rulien

PROJECT MANAGEMENT
JAN 23 76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Cy Schnaeker

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 26, 1975

A. PROJECT IDENTIFICATION

Name of Project DeFord Bridge to Mill City (Section) RS-602(-)

Location of Project Lyons - Mill City Highway (Highway Name), County Road No.6, FAS 124 (Highway No., US - ORE)

Mill City (City) Linn (County) II (Region)

Program FAS (Funding) $275,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Upgrade existing road width and surface for purposes of improving safety, capacity and to minimize maintenance.

Origin and History: Project initiated by Linn County Board of Commissioners

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JAN 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

C. DESCRIPTION OF PROJECT

Length Project length 1.0 ±

Termini Project will begin at Mill City bridge crossing Santiam River in Mill City and end 1 mile West at the DeFord Bridge.

Alignment ☐ New ☒ Existing ☐ Combined

Will re-construct portion to center in existing right-of-way.

CATEGORY
3 PROJECT

non Major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing County Road with a right-of-way 60 feet wide. No additional right-of-way required.

Typical Section 32 feet of paving (FAS Standard).

Structures NONE

Characteristics (ADT) 1375 (3-28-73)

Other General Information (or Supplemental information to items)

De Ford Bridge is to be replaced, Summer 1976. Plans for the road west of bridge will be contigent on availabilty of future funds. The DeFord bridge project is not a part of this proposal, since it has already has been approved as a non-major action.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing road right-of-way.

Alternative locations and/or designs are not being considered for existing road right-of-way offers most feasible design solution.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

ublic Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

County Road #6 is located on the south side of the north Santiam River in Linn County. Ground is, in general, relatively flat, sloping to the river. Land use is rural residential with scattered second growth fir. Soil is, in general, sandy river run; drainage in area is excellent.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The land is used largely for rural residential. A railroad right-of-way parallels the county road on the south. Utilities serving residential customers are located in the road right-of-way. They are power and telephone. A water line is proposed. The surrounding ground will ot be disturbed. Air and noise pollution will be only that associated with the existing traffic.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way required.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

Traffic patterns are not expected to be affected by the proposal.

Consequences:

None

3. Estimated Changes in Land Use:

None No changes in land use are expected.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

No construction is expected in stream channels or other sensitive habitat. The North Santiam River is about 300 feet away from proposal. Precautions will be taken so that the stream will not be affected.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identific[illegible] of Areas of Critical Envir[illegible]e[illegible]l Concern:

NONE

7. Potential for Controversial Issues:

NONE

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

[illegible]JECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

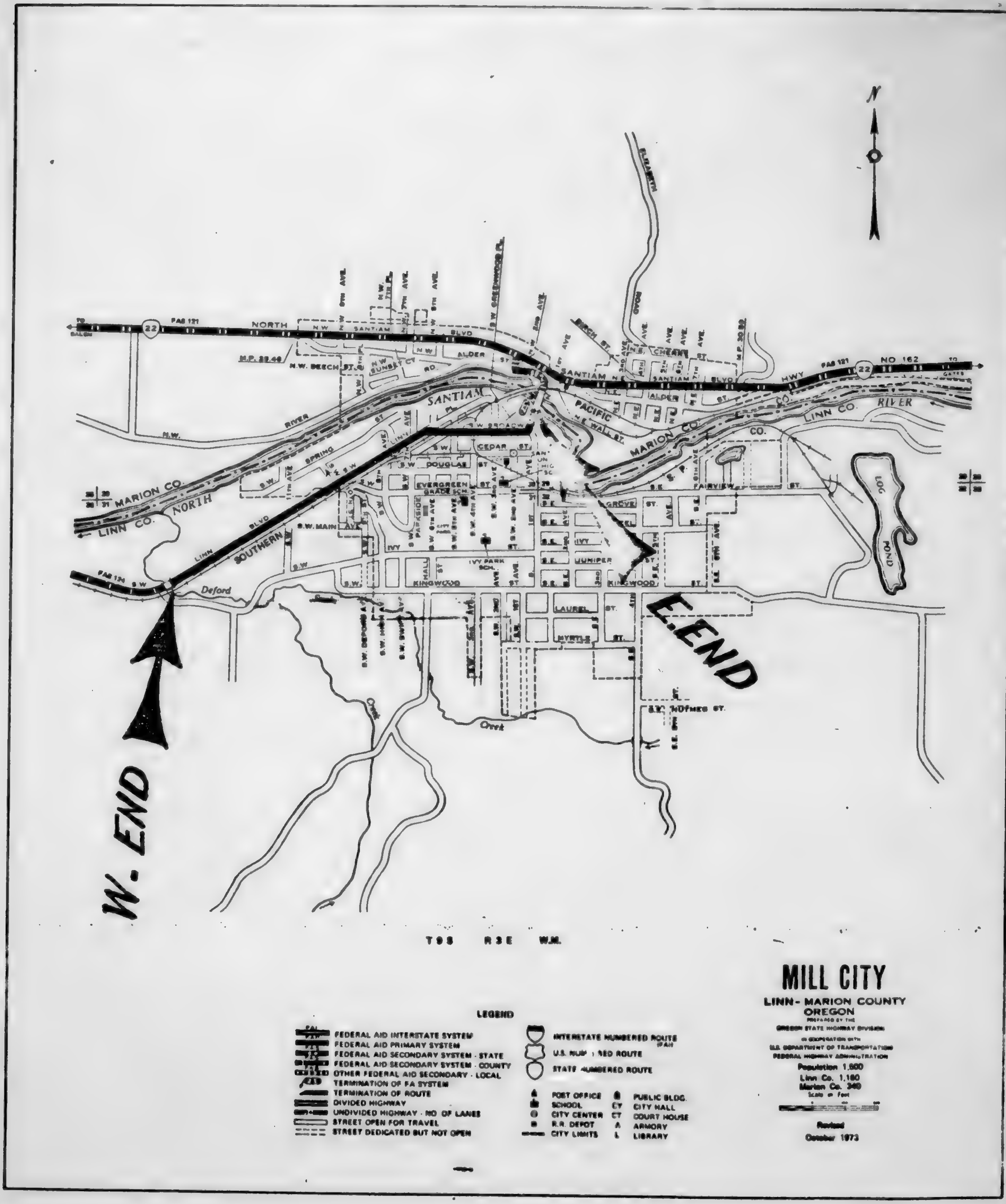
  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other________________________



N
W. END
E. END
NORTH
22
FAS 121
NO 162
HWY
SANTIAM
RIVER
MARION CO.
LINN CO.
NORTH
SOUTHERN
PACIFIC
LINN
BLVD
M.P. 29.46
M.P. 30.92
ALDER
SANTIAM
N.W. BEECH ST.
SUNSET CT
S.W. BROADWAY
CEDAR ST.
S.W. DOUGLAS ST.
EVERGREEN
GRADE SCH.
IVY PARK SCH.
S.W. MAIN AVE.
IVY
JUNIPER
KINGWOOD
LAUREL ST.
MYRTLE ST.
S.E. NUTMEG ST.
FAIRVIEW
GROVE ST.
N.E. WALL ST.
LOG POND
Deford
Creek
FAS 124
TO SALEM
TO GATES
T 9 S   R 3 E   W.M.
MILL CITY
LINN - MARION COUNTY
OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 1,600
Linn Co. 1,180
Marion Co. 340
Scale in Feet
Revised
October 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

fas 124 Linn Co

RECEIVED JAN 14 1976

January 13, 1976

(date)

Mr. Neil Michaels
Acting Linn County Engineer
3010 Industrial Way
Albany, OR 97321

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 124, Lyons-Mill City Road

Section DeFord Creek Bridge: Grade, Pave, Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

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COUNTY & CITY SECTION
JAN 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Jan 28th, 1976
(date)

By Geo. K. Miller

By Vernon Schrock
Commissioner

By Ian Timm
Commissioner

cc: D. Ridings
Proj Mgt

8348

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

December 29, 1975

522-1931

Oregon State Highway Division
Bridge Section
State Highway Building
Salem, Oregon 97310

Re: Revised (44' Wide Structure) DeFord Creek Bridge

Gentlemen:

Under separate cover we are submitting the revised mylar plan sheets entitled:

1. Vicinity Map (1)
2. Plan & Elevation (1)
3. Bent details (2)
4. Deck Plan & Section (1)
5. Grading & Detour Signing (1) Given to Bill Sample 1/2/76 JMT

Enclosed herewith are the revised construction cost estimates for Bridge & grading work and the revised special provisions.

Yours truly,

Richard Dalke

Richard Dalke, P.E.

RD:md
cc
Linn County Engineer

RECEIVED
DEC 30 1975
BRIDGE SECTION

NOTED
G. L. WALLACE

December 29, 1975

Revised for 4'' Wide Structure

COST ESTIMATE

DEFORD CREEK BRIDGE

Linn County

The attached bid schedules have the estimated cost breakdown for the two parts of this project.

The Totals are:

1. Structure	$138,143.60
2. Roadwork	27,644.85
	$165,788.45
Plus 10% contingency & inflation	16,578.85
	$182,367.30

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DEC 30 1975
BRIDGE SECTION

SPECIAL PROVISIONS

DEFORD CREEK BRIDGE STRUCTURE

Work to be Done

The work under this contract consists of the following work on the DeFord Creek Bridge on FAS 124 in Linn County.

1. Remove existing structure
2. Construct Bridge over Deford Creek
   Length: 144 ft. Width: 44 ft.
3. Performance of such additional and incidental work as called for by the Plans & Specifications.

The project is located 1 mile west of Mill City.

Applicable Standard Specifications

The Standard Specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction", and supplemental Standard Specifications bound herewith.

Sub Surface Explorations

The State has conducted certain sub-surface exploration on this project. Records of these investigations are available for the Bidder's review and evaluation at the office of Kraus & Dalke or the State Highway office. Upon request, the bidder may obtain a copy of these records from the offices.

While subsurface investigations will have been performed with reasonable care, ther is no warranty or quaranty, either expressed or implied, that they will disclose the actual conditions which will be encountered during the progress of the work.

Any interpretation or evaluation of the State's subsurface investigation record made by the bidder as to the types, characteristics, quantity or quality of any subsurface material or condition shall be at the sole risk of the bidder.

RECEIVED
DEC 30 1975
BRIDGE SECTION

The data shown in the individual log of each test boring apply only to that particular boring taken on the date indicated and are not intended to be conclusive as to the character of any material or conditions between or around test borings at the time of examination of the site.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date as follows:

DeFord Creek Bridge

FAS 124

Linn County

October 1975

SECTION 105 - CONTROL OF WORK

105.06 Cooperation with Utilities - Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the County. The contractor shall contact the County for information regarding these arrangements.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.08 Water and Air Pollution Control - Temporary soil erosion control measures shall be undertaken and performed in conformance with the Standard Specifications, supplemented and modified by the special provisions bound herewith entitled "Supplemental Required Contract Provisions - Federal Aid Contracts - Temporary Project Water Pollution Control (Soil Erosion)".

107.16 Federal-aid Provisions - This is a "Federal-aid Secondary Road Plan Project" and is to be conducted in accordance with the Federal regulations applying to that class of project.

107.27 Temporary Protective and Directional Measures for Traffic - The Standard Specifications are modified and/or supplemented as follows:

(a) General - The Contractor shall furnish, place and maintain all necessary protective and directional signs delineating detour route.

The contractor shall furnish and erect barricades at the immediate work site.

(b) Construction identification signs will be required on both ends of the project.

SECTION 108 - PROSECUTION AND PROGRESS

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed in its entirety before the elapse of 90 calendar days. Recording of the elapse of the calendar days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

SECTION 202 - REMOVAL OF BRIDGE

Scope - Under these provisions, the contractor shall remove the existing bridge over the DeFord Creek , FAS 124.

General Requirements - Removal work, disposal work and measurement shall be in conformance with Section 202, supplemented and/or modified as follows:

Salvage Work - All salvaged material will become the property of the contractor and must be removed from the site and disposed of satisfactory to the engineer.

Measurement - There will be no measurement of the above work.

Payment - Payment for the above work will be made at the contract lump sum price for the item "Bridge Removal Work".

SECTION 251 - STRUCTURE EXCAVATION

Structure excavation and backfill shall be performed in conformance with Section 251 of the Standard Specifications supplemented and/or modified as follows:

No equipment shall be operated in free-flowing water.

251.84 and 251.93 Measurement and Payment - There will be no separate measurement or payment for "Structure Excavation Below Elevations Shown". Such excavation, if required, will be paid for at the contract price per cubic yard for the item "Structure Excavation".

SECTION 503 - PILES

Piles shall be furnished and driven in conformance with Section 503 of the Stnadard Specifications supplemented and/or modified as follows:

503.42 Order List for Piling - The work will require piling as shown on the Order List below.

Order List

Location	No.	Length	Kind
Bent 1	5	23'	HP 12x53 Steel
2	6	62'	HP 14x73 Steel
3	6	47'	HP 14x73 Steel
4	5	24'	HP 12x53 Steel
Retaining Wall	5	25'	HP 12x53 Steel

All steel in piles shall be ASTM A36 bearing a minimum of 0.20% copper.

SECTION 504 - STRUCTURAL CONCRETE

Portland cement concrete bridges shall be constructed in conformance with Section 504 of the Standard Specifications supplemented and/or modified as follows:

504.48 Surface Finish - Surfaces shall have a Class I finish.

504.81 Measurement - Measurement of all concrete in the structures listed under subsection 504.82 will be on the "All required" basis.

504.82 "All Required" Basis - The estimated quantity of Class "A" concrete to be paid for on the "All required" basis is as follows:

Structure	Quantity (cu. yds.)
Bridge No.	90

SECTION 504A - PRESTRESSED CONCRETE MEMBERS

Prestressed concrete members shall be furnished and installed in conformance with Section 504A of the Standard Specifications.

SECTION 505 - REINFORCEMENT

Reinforcement shall be furnished and placed in conformance with Section 505 of the Standard Specifications and the Supplemental Standard Specifications supplemented and/or modified as follows:

505.81 Measurement - Measurement of all reinforcement in the structures listed in subsection 505.83 will be on the "all required" basis.

505.83 "All Required" Basis - The estimated quantity of reinforcement to be paid for on the "all required" basis is as follows:

Structure	Quantity (lbs.)
Bridge No.	14,000

SECTION 510 - STEEL STRUCTURES

Structural steel shall be furnished and erected in conformance with Section 510 of the Standard Specifications.

All structural steel shall be ASTM A36 bearing a minimum of 0.20% copper. Structural steel will include the horizontal bent bracing irons, the bearing plates on the pile tops, and any other structural steel incidental to this project.

Payment will be on an "All Required Basis". The estimated quantity of Structural Steel is as follows:

Structure	Quantity (lbs.)
Bridge No.	2775

SECTION 513 - RAILINGS

Railings shall be constructed in conformance with Section 513 of the Standard Specifications supplemented and/or modified as follows:

Type of Bridge Railing Required - Three tube rectangular steel railing.

SECTION 606 - GUARD RAIL AND BARRIERS

Guard rail shall be furnished in conformance with Section 606 of the Standard Specifications supplemented and/or modified as follows:

606.01 Scope - Guard rail and fittings shall be furnished and installed by the contractor.

606.11 Materials - Materials shall meet the requirements of the appropriate subsections in Part 700, supplemented and/or modified as follows:

710.01(a) Galvanized steel beam rail - The zinc coating for the steel beam rail shall conform to the requirements for type 2, AASHO M 180, applied after fabrication and subject to single spot test.

710.04(a) Grading of posts and blocks - Grading of posts and blocks shall conform to the following:

Douglas Fir shall conform with (1) paragraph 131-b of the current West Coast Lumber Inspection Bureau Grading Rules, or (2) paragraph 80.11 of the current Western Wood Products Grading Rules.

Hem-Fir shall conform with (1) paragraph 80.10 of the current Western Wood Products Grading Rules or (2) paragraph 131-a of the current West Coast Lumber Inspection Bureau Grading Rules, except that seasoning checks, single or opposite each other are limited to a sum total of 1/2 the thickness.

Pine shall conform with paragraph 80.10 of the current Western Woos Products Grading Rules.

710.04(e) Seasoning and Checking - Delete the second and third paragraphs of this subsection and substitute the following:

At the time of inspection at the plant and at the time of installation each treated post will be subject to inspection for evidence of seasoning having occurred, and the presence of checking on the surface of the post will not be cause for rejection unless the width of the widest check, shake or split exceeds 1/2 inch (surface measurement).

710.05 Wood Guardrail Blocks - The treatment of guardrail blocks as modified by deleting the last sentence of subsection 521.35 and adding the following:

The preservative shall penetrate not less than 90% of sapwood and shall penetrate not less than two inches longitudinally from block ends and bolt holes.

606.91 Payment - Payment for guardrail materials to be placed will be made at the contract unit price per linear foot for the items "Guardrail, Type 2A and 3" in place, which payment will cover the furnishing and installing the guardrail by the contractor.

SPECIAL PROVISIONS ROADWORK

ROADWORK

Section 111 - Temporary Protective and Directional Measure for Traffic

The Temporary Protective and Directional Measures for Traffic shall conform with Section 111 of the Standard Specifications.

All bridge work and road work east of the bridge will be within the area protected by the detour. The road work west of the bridge shall be a stage type construction as it will not be permitted to stop traffic for more than 10 minutes at a time. Prior to proceeding with the roadwork west of the bridge, the contractor shall submit to the engineer, for his approval, a written proposal telling how the contractor will maintain the traffic during the stage construction.

The contractor shall furnish and erect a contractor identification sign at each end of the project, as directed by the engineer. The data describing the kind of work shall agree with that given in the contract. An additional sign shall be mounted directly below the contractor's sign on the same posts. The sign shall read:

Owner: Linn County
Engineer: Kraus & Dalke - Consulting Engineers

The letter size of the supplemental sign shall be of a size large enough to fill the full width at the sign.

Section 201 - Clearing & Grubbing

The clearing & grubbing shall be performed in conformance with Section 201 of the Standard Specifications.

The large maple tree shown at the N.W. corner of the Bridge Site shall remain unless otherwise directed by the Engineer.

Section 202 - Removal of Structures & Obstructions

The removal of structures and obstructions shall be performed in accordance with Section 202 of the Standard Specifications.

The concrete bulkhead at the west end of the existing bridge shall be removed in its entirety. The top of the concrete bulkhead and wingwall on the East end shall be lowered 2 feet below proposed finish grade.

Section 203 - Excavation & Embankment for Roadways

Excavation & Embankment shall be performed in accordance with Section 203 of the Standard Specifications.

Excavated material shall be disposed of in a manner satisfactory to the Engineer. If the County does not have use for the excavated material, it shall become the property of the contractor.

Section 222 - Finishing Roadbed & Slopes

Finishing Roadbed & Slopes shall be done in conformance with the Standard Specifications.

Section 233 - Watering

Watering shall be done in accordance with the Standard Specifications.

Section 304 - Aggregate Base & Leveling Course

The base and leveling courses shall be done in conformance with the Standard Specifications.

The Base Course shall be 12" in thickness, placed in two layers, the leveling course 2" in thickness.

Section 403 - Asphalt Concrete Pavement

The asphalt concrete pavement shall be constructed in conformance to the Standard Specifications. In the roadbed area the thickness shall be 4 inches, placed in two layers.

On the bridge deck the asphalt concrete shall be 2 inches in thickness. It shall be the contractors responsibility to properly prepare the bridge deck so that a smooth wearing surface can be placed over the entire length of the structure and the roadway approaches.

Section 605 - Underdrains

Six inch corrugated steel perforated pipe shall be placed behind all retaining wall structures as shown on the plans to prevent buildup of hydraulic pressures. The placing of the underdrains shall be done in conformance with Section 605 of the Standard Specifications except as herein modified; Subsection 605.82 shall be deleted and replaced with the following words; "Quantities of special filter material in drains furnished, placed and accepted will be computed to the nearest 0.1 ton by truck measure."

BID SCHEDULE

Structure
Revised for 44' wide structure

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Removal of Bridge For ______________	All Specified Lump Sum		$10,000.00
2.	Structure Excavation For ______________	150 Cu. yds. per cu. yd.	$2.60	$ 390.00
3.	Furnish Driving Equipment For ______________	All required Lump Sum		$12,500.00
4.	Furnish HP 14x73 Steel Piling For ______________	654 lin.ft per lin.ft.	$14.90	$ 9744.60
5.	Furnish HP 12x53 Steel Piling For ______________	360 lin.ft per. lin.ft.	$ 9.80	$ 3528.00
6.	Drive Steel Piles For ______________	568 lin.ft per. lin.ft.	$ 2.00	$ 1136.00
7.	Structural Steel For ______________	All required Lump Sum		$ 1550.00
8.	Class A Concrete For ______________	All Required Lump Sum		$12,800.00
9.	Reinforcement For ______________	All Required Lump Sum		$ 7,350.00
10.	4'x45'/50' Prestressed Concrete Slabs For ______________	33 only each	$______	$61,160.00
11.	Guardrail, Type 2A in Place For ______________	50 lin.ft. per. lin.ft.	$5.80	$ 290.00

Item No.	Item	Quantity and Unit	Unit Price	Amount
12.	Guardrail, Type 3 in Place For ____________	105 lin.ft. per. lin.ft.	$16.30	$1711.50
13.	Guardrail Anchors, Type 2 For ____________	2 only each	$260.00	$520.00
14.	Rail End Pieces, Type A For ____________	3 only each	$14.50	$43.50
15.	Rail End Pieces, Type B For ____________	1 only each	$60.00	$60.00
16.	Three Tube Steel Railing For ____________	312 lin.ft. per. lin.ft.	$45.00	$14,040.00
17.	Extra For Guardrail Bridge Connections For ____________	4 only each	$330.00	$1320.00
	TOTAL AMOUNT OF BID			$138,143.60

Sheet 1

BID SCHEDULE

Roadwork

Revised for 44' structure

Item No.	Item	Quantity & Unit	Unit Price	Amount
1.	Temporary Protection and direct traffic	All required		
	For ____________	Lump Sum		$ 2500.00
2.	Temporary Signs	347.5 sq. ft.		
	For ____________	Per.sq.ft.	$ 6.60	$2293.50
3.	Temporary Continuous Rail Traffic Barriers Reflectorized	40 lin.ft.		
	For ____________	per. lin.ft.	$6.00	$ 240.00
4.	Temporary Continuous Rail Barriers, Lighted	30 lin.ft.		
	For ____________	per. lin.ft.	$13.30	$ 399.00
5.	Removal of Structures and obstructions	All Required		
	For ____________	Lump Sum		$1500.00
6.	Clearing & Grubbing	All Required		
	For ____________	Lump Sum		$1000.00
7.	General Excavation	729 cu. yds.		
	For ____________	per. cu.yd.	$2.75	$2004.75
8.	Finishing Roadbed and Slopes	All Required		
	For ____________	Lump Sum		$ 300.00
9.	Watering	All Required		
	For ____________	Lump Sum		$ 200.00
10.	Special Wall Backfill	195 cu.yds		
	For ____________	per. cu.yd.	$5.00	$ 975.00
11.	3/4"-0 Aggregate Base	181 cu.yds.		
	For ____________	per. cu.yd.	$8.50	$1538.50

Item No.	Item	Quantity & Unit	Unit Price	Amount
12.	Coarse Aggregate Base	628 cu. yds.		
	For ______________	per. cu.yd.	$ 7.85	$ 4929.80
13.	Class "C" Asphalt Concrete	403 ton		
	For ______________	per ton	$ 23.10	$ 9309.30
14.	6" Corrugated Steel perforated pipe	85 lin.ft.	$ 4.00	$ 340.00
15.	6"x6"x6" Corrugated Steel tee	1 only		
	For ______________	Each	$ 15.00	$ 15.00
16.	Special Filter Material	20 ton		
	For ______________	per ton	$ 5.00	$ 100.00

TOTAL AMOUNT OF BID $ 27,644.85

Fas 124
Linn Co

RECEIVED
COUNTY & CITY SECTION
DEC 1 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 19, 1975
Re-Submitted: December 10, 1975

A. PROJECT IDENTIFICATION

Name of Project DeFord Bridge to Mill City
(Section)

Location of Project Lyons - Mill City Highway, County Road No.6, FAS 124
- ORE)

EDDIE WELSH 12-19-75

egion)

Program

PLEASE CHECK THE FOLLOWING:

① WHY UPGRADE ROAD WIDTH-SURFACE? THIS WILL ANSWER PURPOSE.

② IT WOULD HELP TO KNOW WHAT FISHERIES RESOURCES EXIST (EXISTING SETTING)

③ IMPACT SECTION:

ⓐ WHAT EFFECT WILL UPGRADING OF FACILITY HAVE ON USER?

ⓑ WILL THERE BE AN INCREASE IN TERBIDITY? WHAT EFFECT WILL THAT HAVE ON FISHERIES RESOURCES?

ⓒ WILL CLEARING-GRUBBING, ETC AFFECT AESTHETICS? ~~OR ETC~~

ⓓ WHAT ABOUT FLOOD HYDROLOGY? ~~WILL~~ WILL NEW BRIDGE HAVE SAME ELEVATION, ETC?

TO HAVE THE ABOVE ANSWERED WOULD MAKE THE ASSESSMENT MORE COMPLETE.

THANKS
GEORGE

Purpose:

Origin and Hi

oners

Length Pro

Termini Pro

and end l

n Mill City

Alignment [

Will re-c

rm (1) 9-74)

GORDON B. WALLACE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

NEAL MICHAEL
Field Engineer

DEL BURKHART
Roadmaster

November 3, 1975

Kraus and Dalke Consulting Eng.
428 E. 2nd
Albany, Oregon 97321

RE: DeFord Bridge

Dear Mr. Dalke:

Per your request of Thursday, October 30, 1975, the following information is tendered.

Linn County requests that contract provision for the above contract require contractor to provide all paving and be responsible for detour signing.

Linn County also request that existing structure shall be the full responsiblity of the contractor. Linn County is not interested in salvaged material.

If I may be of further assistance, please feel free to contact me.

Sincerely,

Neal D. Michael

Neal D. Michael
Acting County Engineer

NDM:bt

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

GORDON B. WALLACE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

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Field Engineer

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Neal D. Michael

Neal D. Michael
Acting County Engineer

NDM:bt

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8348

September 23, 1975

Board of County Commissioners
Linn County
Courthouse
Albany, OR 97321

Attention: Del W. Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 525

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a survey and plans for the bridge over DeFord Creek on the Lyons-Mill Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Fas 124 Linn Co

Transaction Number 6-165

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-24-75

BY (Signature): L. W. Rulien's June 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 50 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
50	RS-602(1)	0.03	178,000	139,150	Deford Creek FAS 124 Bridge Section Linn County State of Oregon	Preliminary Engineering One Structure

REMARKS (Division)

ou are authorized to proceed with all phases of preliminary engineering.

RECEIVED
COUNTY & CITY SECTION
JUN 26 1975
☑ ENGR. ☐ COOR. ☑ ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-24-75	Original Signed By G. L. GREEN Division Engineer C. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
*(Rev. 8-71)

GPO 915-690

8.3 u.

15

~~PRO 6-2~~

June 16, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-602(1)

We are submitting program data for one project, Item No. 50, Project No. RS-602(1), "Deford Creek Bridge Section," which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

It is the present intention to perform the preliminary engineering work under consultant agreement with the firm of "Kraus & Dalke Consulting Engineers" with required supervision and construction contracting by Highway Division forces. One copy of the consultant agreement is enclosed for your information.

We request, concurrent with approval of the program, authorization to proceed with all phases of the preliminary engineering work.

Enc.

CL:pr

Budget Bureau No. 41-R2067;

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO. 6-165

DATE SUBMITTED TO W. O. JUN 24 1975

6-16-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.5 mi. S.W. of Mill City 21 65	ADT	PRESENT 1,375*	FUTURE 1,900 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV. AGCY.	OA CLASSIF.	OA AREA	EMERG. YR. B-2 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 602

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Linn
	NAME OF URBAN AREA 17-21 ---	ROUTE NO. S FEDERAL-AID 124 (32) STATE Co.Rd. (36) U.S. (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	Co. Rd., 0.5 mi. S.W. of Mill City.	0.03	8,000	6,250	875	875 (Co.)
5					ROW							
5	30			3	CONST (CODE) X081	3	"Deford Creek Bridge Section"	0.03	170,000	132,900	18,550	18,550 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.03	178,000	139,150	19,425	19,425
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

JUN 24 1975

FHWA OREGON DIVISION

*DHV is 140

RECEIVED
COUNTY & CITY SECTION
JUN 26 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

165

1975

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-16-75

ION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.5 mi. S.W. of Mill City		1,375*	1,900	95	10	Oregon	41	075	50

writer	NATL. FOREST	FH ROUTE NO.	DEPT AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						B-2		RS-	602	(1)		

Rural Secondary

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	124	Co.Rd.	--

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	Co. Rd., 0.5 mi. S.W. of Mill City.	0.03	8,000	6,250	875	875 (Co.)	P.E. all phases; const. reinf. conc. bridge & approaches (L-140').
3	"Deford Creek Bridge Section"	0.03	170,000	132,900	18,550	18,550 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-None.
	PROJECT TOTALS	0.03	178,000	139,150	19,425	19,425	

RECEIVED
COUNTY & CITY SECTION
JUN 2? 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

*DHV is 140

-OVER-

USCOMM DUSCOMM-DC 48908-P61

DEFORD CREEK BRIDGE SECTION

PROJECT NO. RS-602(1)

Existing Facilities:

Roadway - - - - - 22-foot AC surface with 6-foot gravel shoulders
Structure - - - - 145-foot timber pile trestle on concrete footings.

Adjacent Sections: 22-foot AC surface with 6-foot gravel shoulders.

Project Data: The work under this project consists of the following:

(1) All phases of preliminary engineering.
(2) Construction consisting of removal of the existing structure; construct one prestressed concrete girder bridge 140 feet in length with 40-foot roadway and 5-foot sidewalk; grade, drain, high-type pave approach roadway at both ends of the bridge, to accommodate two 12-foot travel lanes with 8-foot shoulders.

Note: Portions of the preliminary engineering will be accomplished by the consultant engineering firm of Kraus & Dalke with supervision and contracting by State Forces.

Exceptions to Minimum Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA April 16, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Orego
(Category 3 project)
(b) Location/Design--Not a factor in the deve

Route Data: This is a farm-to-market road, school
a log and lumber hauling route.

Control of Utilities: The State does not have, at
authority to control the use of utilities on the ri
project. A State-County agreement is being prepare
paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No

DEFORD CREEK BRIDGE SECTION

PROJECT NO. RS-602(1)

AC surface with 6-foot gravel shoulders
ot timber pile trestle on concrete footings.

surface with 6-foot gravel shoulders.

this project consists of the following:

minary engineering.
ting of removal of the existing structure;
essed concrete girder bridge 140 feet in
roadway and 5-foot sidewalk; grade, drain,
ach roadway at both ends of the bridge, to
oot travel lanes with 8-foot shoulders.

inary engineering will be accomplished by the
firm of Kraus & Dalke with supervision and
rces.

ds: None

oads, Water Developments, Historical and
volved.

required.

pt from State Clearinghouse and District 4
r working agreements.

ajor action project concurred in by FHWA

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Oregon Action Plan (Category 3 project)
(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route, a log and lumber hauling route.

Control of Utilities: The State does not have, at this time, the leg authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 2.

A G R E E M E N T

THIS AGREEMENT, made and entered into by and between LINN COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Kraus & Dalke Consulting Engineers, a partnership located at 428 E 2nd Street, Albany, Oregon 97321, acting by and through its company officers, hereinafter called "Consultants": and dated

W I T N E S S E T H

RECITALS:

WHEREAS, the County proposes to construct a bridge over DeFord Creek which will be a Federal Aid Secondary Highway project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, the County shall have the option to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the perscribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

I. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans.

2. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division. The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

   The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

3. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjuction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of all surveys (if requested by the State).
   b. Field notes for all survey references ties.
   c. Field notes for all required investigations (if requested by the State).
   d. Original drawings and tracings of profile sheets and structure plans.
   e. Construction cost estimate.
   g. Special provisions.

4. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the County shall have the option to retain the Consultants to provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

   a. Furnish all lines and grades.
   b. Review all shop drawings and rebar details.
   c. Provide all onsite construction inspection for construction of the structure.

d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite.
e. Prepare weekly construction reports and monthly estimates.
f. Prepare necessary change orders and price agreements.
g. Conduct final inspection.
h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data. County will prepare a vicinity map showing topography and all utilities, establish horizontal alignment and vertical control. The County will prepare environmental impact state-required.

2. State

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to the following:
Subsurface investigations for structure;
Materials sampling, testing and analysis as required;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:
Offsite inspection of prestress elements necessary for construction of the structure.

Materials testing of the pre cast elements as required.
Materials sampling, testing and analysis, if required;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design porgress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division. Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $6255.77, payable in monthly increments based on periodic progress reports of performance. Final payment will be made upon submission and approval of all items listed in I.A.3.

B. CONSTRUCTION ENGINEERING FEE.

If the County exercises the option to retain the Consultant for construction engineering; The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $9,000.00 except as stipulated in IV. E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contact without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abondoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminated this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

   The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

   The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal

Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division

shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other presonal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A":	Executed Certification of Consultant.
Exhibit "B":	Requirement for Contract Drawings.
Exhibit "C":	Preliminary Engineering Costs and Supporting Data.
Exhibit "D":	Construction Engineering Costs.
Exhibit "E":	Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:

Del W. Riley

SEAL

LINN COUNTY, by and through its County Board of Commissioners

By Geo. K. Miller

By Vernon Schrock

By Ian Timm

APPROVAL:

Ed Hunter
Oregon State Highway Division

Kraus & Dalke
Consulting Engineers

By Richard Dalke
Partner

APPROVED AS TO FORM
Jackson L. Frost
Linn Co. District Attorney
No. 75-074

Exhibit "A"
Page 1 of 2

State Contract No.______
Federal Aid Project ______
State ______

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am a partner and duly authorized representative of the firm of Kraus & Dalke, whose address is 428 E. 2nd Ave., Albany, Oregon 97321, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

4-17-75
DATE

Richard Dalke
SIGNATURE

Exhibit "A"
Page 2 of 2

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the ASSISTANT STATE HIGHWAY ENGINEER of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

DATE 6-10-75

SIGNATURE Ed Hunter

Exhibit "B"
Page 1 of 2

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

Exhibit "B"

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

Exhibit "C"
Page 1 of 5

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 23.71 percent of base salary.

Exhibit "C"
Page 2 of 5

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

POST OFFICE BOX 146
TELEPHONE 503-928-2583

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

December 1974

Data for establishing fee (Expressed as a percentage of payroll project costs)

Direct Overhead Costs on Personnel

F.I.C.A.	5.00%
Workmans Comp. and Unemployment	.41%
Health Insurance	6.30%
Vacation, Holidays and Sick leave	12.00%
TOTAL	23.71%

Indirect Cost Applicable to Projects

Management and Administration Salaries	28.00%
Supplies	5.14%
Rent and Utilities	9.15%
Printing expense	1.73%
Legal and C.P.A. expenses	1.76%
Repairs and Maintenance	.86%
Depreciation	16.19%
Dues and Memberships	1.56%
Travel and expense	5.35%
Interest expense	5.22%
Insurance expense (Excludes Health Ins.)	1.39%
Miscellaneous expense	.43%
TOTAL	76.78%

Exhibit "C"
3 of 5

CHARGEABLE RATES

Effective December 1974

Chargeable Rates	Base rate	Direct O.H. Cost 23.71 %	Chargeable Rate
Principal Design Engineer	9.61	2 .28	11.89
Draftsman	4.62	1.10	5.72
Clerical	3.05	0.72	3.77
Project Engineer	9.61	2.28	11.89
Jr. Field Engr. (Inspector(	5.78	1.37	7.15

Three man survey crew @ $34.00 per hour including overhead allowance

Two man survey crew @ $24.00 per hour including overhead allowance.

Exhibit "C"
Page 4 of 5

ESTIMATED TIME REQUIREMENTS

For

PRELIMINARY ENGINEERING & CONSTRUCTION ENGINEERING

DE FORD BRIDGE

II. Preliminary Engineering	Design Engr.	Proj. Engr.	Drfmn.	Typing
1. Review existing structure location	10			
2. Develop criteria for structure				
Alignment, span arrangement, width.	20			
Hydraulic - stream flow review.	10			
Sub-surface investigation.	16			
3. Design of Bridge				
Structural Design	64			
Preliminary layouts			40	
State & County preliminary review	8			
4. Utilities	4			
5. Final plan preparation				
Drafting			80	
Quantities & estimates of cost	16			
Special Provisions	32			16
Final review by State & County	8			
Contract document preparation	8			
TOTAL	196		120	16

III. Construction Engineering	Actual time required
Pre-construction conference	
Staking	
Shop Drawings review	
Inspection	
Weekly reports	
Monthly estimates	
Final Inspection	
As-Built drawings	

Exhibit "C"
Page 5 of 5

SUMMARY OF ESTIMATED COST

FOR

PRELIMINARY ENGINEERING

Preliminary Engineering Costs

Principal Design Engineer	196 hrs @ $11.89 =	$2330.44
Draftsman	120 hrs @ 5.72 =	686.40
Clerical	16 hrs @ 3.77 =	60.32
TOTAL		$3077.16
Overhead allowance @ 76.78%		2362.64
TOTAL		$5439.80
Profit @ 15%		815.97
TOTAL		$6255.77

Construction Engineering to be based on actual costs incurred by Consultant plus 15%, with rates as follows:

Project Engineer @ $11.89 per hour plus overhead allowance of 76.78%
Three Man survey crew @ $34.00 per hour including overhead allowance
Two man survey crew @ $24.00 per hour including overhead allowance.
Jr. Field Engineer @ $7.15 per hour plus overhead allowance of 76.78%.

Exhibit "D"
Page 1 of 1

CONSTRUCTION ENGINEERING

SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

Project Engineer	6 Weeks	@ $57.20/day	$1716.00
Supervisory Engineer	5 Days	@ 95.12	475.60
Survey and Layout	6 Days	@ 272.00	1632.00
			$3823.60
Overhead Allowance 76.78%			2935.76
Expense and Subsistence	41 Days	@ 4/day	164.00
Vehicle Expense	3120 Miles	@ .15/mile	468.00
Miscellaneous Job Supplies			100.00
Fixed Fee - Lump Sum			1000.00
	ESTIMATED TOTAL		$8,491.36
	Not to Exceed		$9,000.00

ESTIMATED CONSTRUCTION COST = $170,000.

Engineering % = 5.3%

EXHIBIT "E"

STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosectuion of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of revenue all sums withheld from employees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of such CONTRACTOR, of all sums which CONTRACTOR agrees to pay for such services and all monies and sums which the CONTRACTOR collected or deducted from the wages of his employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

G. CONTRACTOR shall employ no person for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases CONTRACTOR shall pay the laborer at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holidays specified in ORS 187.010, except Veterans' Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans' Day or on any legal holiday specified in ORS 187.020.

H. The contract may be cancelled at the election of COUNTY for any willful failure or refusal on the part of CONTRACTOR to faithfully perform the contract according to its terms.

8343

F 124
Linn Co.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BR 4456A

June 3, 1975

Kraus and Dalke
Consulting Engineers
428 East 2nd Street
Albany, OR 97321

Gentlemen:

Foundation Investigation
DeFord Creek Bridge, No. 4456A
County Road 6, FAS 124
Linn County

Forwarded for your use are two copies of the Foundation Investigation report completed by the Bridge Section, Foundation Unit. This report contains a narration describing the work performed and findings, the original drill logs, photographs, a print of Foundation Data Sheet No. 30682, and other pertinent information.

Also enclosed for your information is a copy of O.S.H.D. Publication 69-10, "Pile Resistance Study", as referred to in the narration.

The original drawing, No. 30682, and a one-half size reduction of this drawing are being forwarded under separate cover for your use.

Please contact us for any additional information you may require.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JD:dh
Enclosures

cc Gordon Wallace, Linn Co. Engineer
Robert H. Prange

RECEIVED
COUNTY & CITY SECTION
JUN 3 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8348

Fas 124
Linn Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 20, 1975

TO Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Linn Section: Deford Creek (Lyons-Mill City Rd.) Br.
FAS 124

Termini: Approximately 0.43 mile westerly of Mill City.

Proposed Work: Preliminary engineering for a bridge.

Project Length: Approximately 140 feet.

Costs:

	Total	Federal	State	County
	[illegible]	[illegible]	830	[illegible]
Preliminary Engineering	~~$6,256~~	~~$4,880~~	~~$688~~	$688

Existing Facilities: Timber pile trestle bridge on concrete footing; 145 feet long and 23-foot roadway.

Adjacent Sections:

East End:
Two 11-foot A.C. travel lanes with a 6-foot gravel shoulder.
West End:

Project Data: Work under this project consists of all phases of preliminary engineering including P.S.&C. preparation for future construction on the existing alignment of a reinforced concrete bridge, approximately 140 feet long with a 40-foot clear roadway. Grade and pave the approaches.

Right-of-Way: No additional right-of-way. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed. Public Hearing: Not required.

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Route Data: This route serves as a school bus and mail route, and a farm-to-market road and is heavily used for log and lumber hauling.

Park and Recreation Area Affected: None affected.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes, Assessment approved 4/22/75.

Location and Design Approved: Will be granted under Secondary Road Plan non-major action.

Clearinghouse Approved: Not required.

ADT:	1974--1,200	DHV:	1974--140
	1994--1,900		1994--210

HR:scr

Attachment

8348 13

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

April 25, 1975

NOTED
E. S. HUNTER

cc's sent 4-28-75

- E.S. Hunter
- L.W. Rulien
- W.J. Hart
- C.G. Swenson
- F.E. Terpin (2)
- C.O. Fredrickson (2)
- W.E. Schwartz (2)

Mr. Victor D. Wolfe
Location Engineer
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The following prospectuses transmitted to us for comments have been reviewed:

> Lyons-Mill City County Road (DeFord Bridge) Linn County
>
> Bear Creek Bridge Section
> FAS 32-104, Wallowa County

Linn County and the consulting engineer should be made aware of our concern for safeguarding the fishery resource in the Santiam River system. The preferred time for instream work, if necessary, is during the month of August.

Regarding Bear Creek, two species of anadromous fish pass through the work area. Thus, fish safeguards should be provided. We recommend the work in the stream be done after July 1.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

RECEIVED
APR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1975
LOCATION
SECTION

8348 18

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

April 24, 1975

cc's sent 4-28-75

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin (2)
C.O. Fredrickson (2)
W.E. Schwartz (2)

NOTED
E. S. HUNTER

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

SUBJECT: Lions-Mill City County Road (DeFord Bridge)
County Road 6
Linn County

Bear Creek Bridge Section
Bear Creek Road, FAS 32-104
Wallowa County

The Wildlife Commission staff has completed review of your above listed prospectuses and request that we be advised as future development of plans develop. If we can be of any additional help, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc Fish Commission of Oregon

JL:lo

RECEIVED
APR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1975
LOCATION SECTION

8341

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1975

FILE:

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Deford Creek Bridge
Lyons-Mill City Highway
Linn County

Don

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
ESH
E. S. Hunter
Date 4-22-75

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
Engineer		
Dev. Engr.		
fice Engr.		
County-City		
Federal Aid		
ntory-Needs		
Control		
& Schedule		

APR 23 1975

RECEIVED
APR 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 7, 1975

A. PROJECT IDENTIFICATION

Name of Project Deford Creek Bridge (Section) RS-602(-)

FAS-124

Location of Project Lyons-Mill City (Highway Name) County Road # 6 (Highway No., US - ORE)

(City) Linn (County) 2 (Region)

Program FAS-C (Funding) $170,000 (Estimated Cost) Pending (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a narrow timber structure that has deteriorated to where there are visible signs of stress.

Origin and History: County Road FAS-C Project Request, December 1974.

C. DESCRIPTION OF PROJECT

Length Structure length approximately 140 feet.

Termini Approximately 0.5 mile west of Mill City on County Road # 6 (Lyons Mill City Road M.P. 6.43 to 6.46).

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use)

No additional right of way required.

Typical Section The proposed structure would have a 40 foot vehicular clearance, and a 5 foot sidewalk on the northerly side.

Structures Deford Creek Bridge. A concrete structure approximately 140 feet long is proposed.

Characteristics (ADT) The present A.D.T. is 1375 vehicles of all types.

Other General Information (or Supplemental information to items)

A detour around the project site would be provided on other existing roads.

Improvement of the existing road from Mill City west for approximately 2 miles is being considered under a separate contract.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____ Tentative Date(s) ____

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The terrain is a relatively flat bench lying above and south of the North Santiam River. This bench land extends along the river to the east and to the west from the project site and varies in width from $\frac{1}{4}$ to $\frac{1}{2}$ mile. The area along the north side of the road is well developed as a residential community extending from the west city limits of Mill City west through the project site. South of the road the Southern Pacific Railroad tracks parallel the right of way through the project. Beyond the railroad between Mill City and DeFord Creek, the land is more open with scattered homes surrounded by small acreage farms. West of DeFord Creek a sawmill complex adjoins the railroad right of way. Except for the sawmill complex, some of the open spaces and yards are dotted with second growth fir trees. There is alos an occasional oak or willow tree that is a part of yard landscaping. Some vegetation extends along the North Santiam River and DeFord Creek but is not extensive.

The North Santiam River is the main drainage way for the valley, flowing

(continued on 3A)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The primary land use is residential with some intermix of agriculture, commercial and industrial sites. Commercial sites are at two separated locations on the north side of the road between DeFord creek and the west city limits of Mill City. Industrial sites consisting of sawmill complexes are west of DeFord Creek.

Utilities that may be affected by construction consist of power, natural gas, and telephone facilities.

westerly towards the Willamette River. DeFord Creek is a short stream approximately a mile long, extending to the south from its confluence with the North Santiam. The North Santiam River is a valuable fishery resource being host to anadromous fish and native trout, it is also stocked with trout on a regular basis. There are no available records on DeFord Creek, but it can be assumed to have some value as a fishery resource.

The soils are granular to silty old river deposits with an intermix of larger grovels that increases with depth. The soils appear to have a high perculation quality and the drainage is good.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

2. Estimated Changes in Traffic Patterns:

Traffic would be detoured around construction area.

Consequences:

Approximately 1 mile of out of direction travel would be required.

School buses mail carriers and emergency vehicles would be temporarily affected.

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Bridge construction would require some work in the creek channel, and the clearing of vegetation within the work area.

Consequences:

Temporary impact.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Not significant.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-602(-)
Deford Creek Bridge
Lyons-Mill City Highway, Linn County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's March 18, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The detour route proposed to be used during construction has a truck limitation posted. This and a short bridge located on the detour should be reviewed for adequacy prior to setting up as a feasible route. The connecting County road just west of the structure needs to be analyzed for adequate sight distance and other safety features in connection with the reconstruction of this bridge.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)

Hunter

4-21-75
Rulien - Please handle.

RECEIVED
STATE HWY ENGR
APR 18 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

NOTED
E. JOHNS

RECEIVED
APR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APR 21 1975

BEN GIFFORD

8328

4-8-75

PREFIX: -~~522-1927~~-
522-1427

LOCATION PROSPECTUS
LYONS-MILL CITY COUNTY ROAD
COUNTY ROAD 6
LINN COUNTY

HIGHWAY:	County Road No. 6; Lyons-Mill City Section. FAS 124.
TERMINI:	The easterly and westerly bridge ends are MP 6.46 and 6.43, respectively. DeFord Creek Bridge is 0.5 mile west of Mill City.
LENGTH:	0.03 mile.
NARRATIVE:	The purpose of the authority is to authorize Linn County to prepare a bridge replacement project over DeFord Creek, 0.5 mile west of Mill City. State is to test for foundation. County will sign outside the work area. Engineering is to be performed by a consulting firm. Existing roads will be used for detour. Utilities are involved and are to be provided on the bridge. No public hearing is necessary.
CHARACTERISTICS:	Present ADT is 1,375.
TYPICAL SECTION:	Two 12-foot travel lanes with 8-foot shoulders.
BRIDGE:	DeFord Creek Bridge will be a reinforced concrete bridge with a 40-foot roadway having a 5-foot sidewalk on the downstream side Bridge will be constructed with concrete piling, prestressed girders and poured concrete deck.
SURFACING:	Asphalt concrete surface including shoulders. Base will be crushed stone. Depths to be determined in the course of the survey.
AGREEMENTS:	Routine FAS-C project.

NOTED
E. S. HUNTER

Attachment
April 8, 1975

Oregon State Wildlife Commission
Federal Hwy Administration (3)
A.E. Johnson
R.L. Schroeder
L.E. George
C.T. Keasey
L.W. Rulien
V.D. Wolfe
H.S. Cox (2)
Gary Potter (4)
A.D. Olson
R.E. Royer
C.G. Swenson
F.W. Yarbrough (3)

Fish Commission of Oregon
C.O. Fredrickson (6)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
J.H. Versteeg
J.M. Cartwright (3)
B.L. Gifford
R.E. Olson
J.A. Rowland
D.E. Swan
F.E. Terpin

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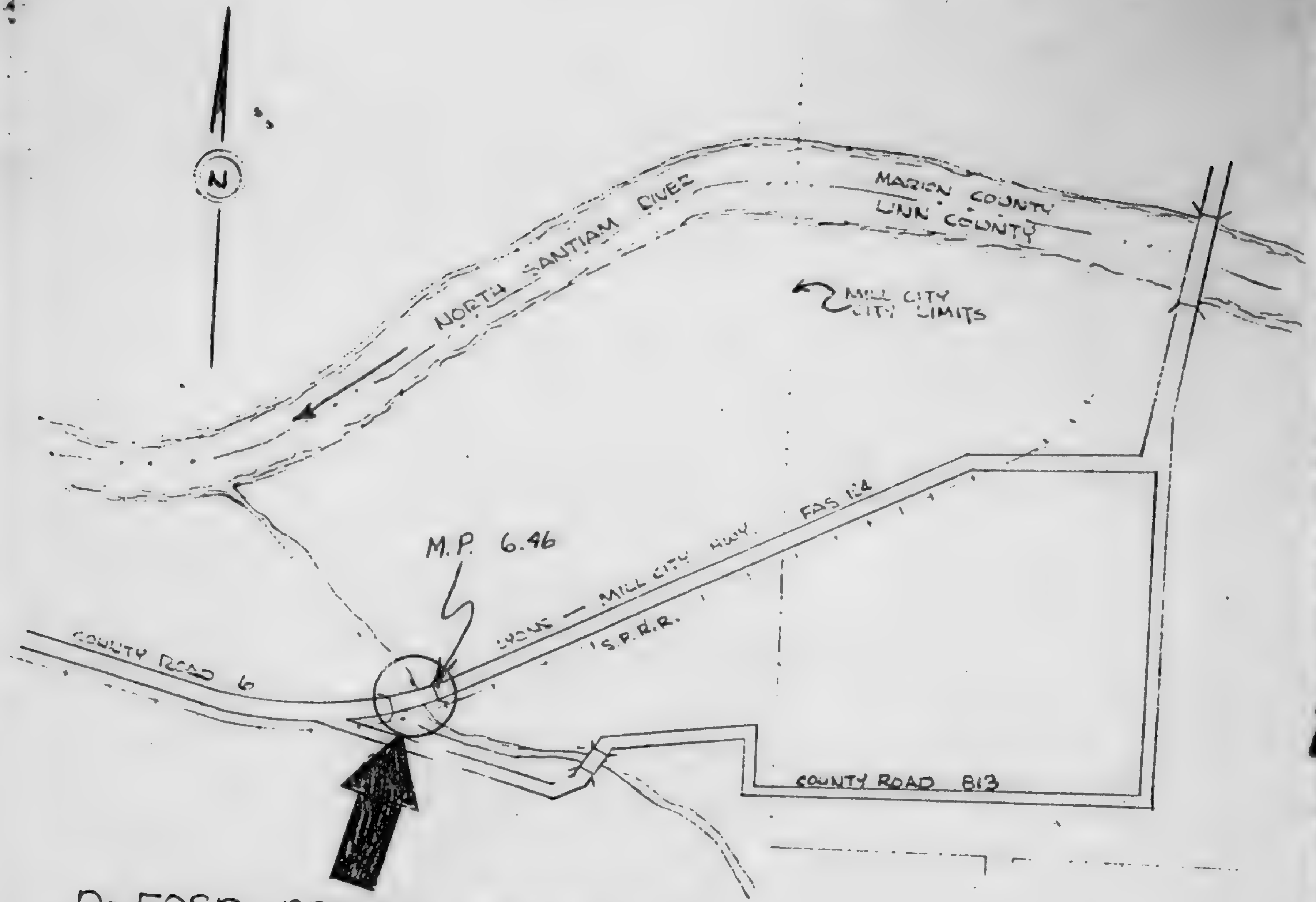
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



DE FORD BRIDGE — COUNTY ROAD 6

LYONS — MILL CITY — FAS 124

T 9 S, R 3 E; SEC. 31
LINN COUNTY

2344

Fas 214
Linn Co

Robert W. Straub

March 24, 1975

Mr. Gordon B. Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Dear Mr. Wallace:

We have reviewed the consultant agreement covering the engineering for the DeFord Bridge on the Lyons-Mill City Road, FAS 214, and have found that the agreement, while adequate for a city urban or TOPICS type of project, does not fit our criteria for an FAS-C secondary road plan project.

Rather than make extensive changes and additions to the consultant agreement which was submitted, it is suggested that the attached consultant agreement be used instead. This document is one that we have developed and refined over the years for FAS-C engineering projects such as the DeFord Bridge, and is the one most recently approved. We feel that with very few changes, such as names and figures in order to fit Linn County's proposal, this agreement could be used practically word for word and therefore would be readily approved as to form and content.

Very truly yours,

RHP

Robert H. Prange
Rural Engineer
County-City Unit

RHP:sgr

Enclosure

cc: Krause and Dalke
Phil Stearns

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

8341

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Oregon State ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Cancellation FAS-C Project

Linn County is requesting the cancellation of a previously approved Federal Aid Secondary project.

This cancellation request is for the Hamilton Creek School-Berlin Section of FAS 214. The County has completed this work with its own forces and is applying these funds to the DeFord Creek Bridge Project on FAS 124.

This will be an item on the agenda for the February 26 meeting and I recommend your approval.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. W. Rulien
V. E. Skoog
Jack Graham
Gary Sund
HR:scr ms

8348

App'd Linn

12/11/74

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. 124 Date December 1974
County Road Name Lyons to Mill City
Section Name
Type of Project Bridge Replacement
Location of Project (Attach sketch map) De Ford Creek
ADT 1375 Design Speed 55

Is this request for county bridge design only? Yes ____ No ____
county FAS bridge design? Yes ____ No ____
Will County hire consultant for this project? Yes x No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
DEC 9 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety__________Cost excessive to need or use__________
Sparse population__________Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County__________Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No____

14. Will County adjust structure to additional width? Yes____ No____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County__________ Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____________________________
____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____________________________________
____
____

Remarks re Section I:_____________________________________
____
____
____
____

II. BRIDGE PROJECT DATA

1. Name of river or stream DeFord Creek

2. Name of bridge DeFord Creek Bridge

3. Dimensions of existing bridge. Length 145 Roadway Width 23'-3"

4. Type of design and material used in existing bridge. Timber Const -
Concrete footings - A.C. pave
State of Oregon Drawing No. 5193

5. Location (please attach map with location marked):_______________
Section 31 Township 9S Range 3E W.M.

6. Desired width of proposed bridge 40ft Approx. length 140ft
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes__x__No______
Upstream__________Downstream___x_____Width 5'__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete piling; Prestressed Girders; poured concrete deck.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No__x___
Explain____

10. Foundation Testing: By County? Yes______No__x___
By State? Yes__x___No______

11. Will County close road during construction? Yes______No__x___

12. Can presently established road be used as detour? Yes__x___No______

13. Must a new detour be constructed? Yes______ No__x___

14. Will detour be constructed & maintained by County? Yes__x___ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No__x___

16. Will County sign project outside work area during construction?
Yes__x___No______

17. Will Contractor sign project outside work area during construction?
Yes______No__x___

18. Approaches or Connections by County Yes______ No__x___
by Contractor Yes__x___ No______
Traveled surface: Type A.C.__________ Width 24'__________
Shoulder surface: Type A.C.__________ Width 4'__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__x___No______

S.
~~N~~.W. quadrant distance from structure driveway 50 ft.(±)
N.E. quadrant distance from structure______________
S.E.~~S.W.~~ quadrant distance from structure C.R. 813 50 ft.(±)
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes x No ______
By County ______ Contractor x
Right side only? Yes ______ No ______
Both sides? Yes ______ No ______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes ______ No x
Use for detour? Yes ______ No x
Removed by County? Yes ______ No x
Removed by Contractor? Yes x No ______
Salvaged by Contractor for County? Yes ______ No x

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes ______ No x
By Contractor? Yes x No ______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes x No ______ Size ______
Company 8" water line - for proposed line
b. Sanitary sewer mains: Yes ______ No x Size ______
Company ______
c. Storm sewer: Yes ______ No x Size ______
Company ______
d. Gas mains: Yes ______ No ______ Size ______
Company ______
e. Power lines: Yes ______ No ______ Size ______
Company ______
f. Telephone lines: Yes x No ______ Size ______
Company Pacific Northwest Bell -- Toll Line
g. Other Utilities: ______

24. Does County wish provisions made for future utility attachment to structure? Yes x No ______

25. Does County wish lightpost bases and conduit installed?
Yes ______ No x

26. Does County wish complete job of illumination in project?
Yes ______ No x

27. Is project contingent upon other factors? Yes x No ______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: proposed 1975 road widening project. Shoulder rebasing - overlay to F.A.S. standard 32 ft.

Remarks re Section II: ____________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ______ No ______
   By Consultant? Yes __x__ No ______
   By County? Yes ______ No ______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __x__ No ______

3. Construction plans and specifications to be prepared:
   By State? Yes ______ No ______
   By Consultant? Yes __x__ No ______
   By County? Yes ______ No ______

4. **Does County desire center line to be permanently monumented as part of project? Yes ______ No __x__**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No __x__**
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested **must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)**

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __60__ Minimum________

2. Is any additional right-of-way needed? Yes____ No_x___ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____No____ NA

5. Should State prepare options? Yes____No____NA

6. Should material source site be included in right-of-way descriptions?
Yes_____ No_____NA

7. Is there any merchantable timber on right-of-way?
Yes_____ No_____NA

8. Will timber be reserved for owner? Yes_____ No_____NA
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No__NA__

10. Is a hearing necessary? Yes_____ No__x__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_x___
If yes, give type and name of utility company:_______________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes______ No_____
If yes, give type and name of utility company:_______________________
____

13. Are utilities on existing right-of-way by permit ______ or
by franchise__x____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_x___
If yes, give name of irrigation company or district___________________
____
and dates between which water can be turned off: From______________
To_________________

15. Are there any railroad crossings? Yes_____ No__x__

16. Name of Railroad_______________________________________

17. Number of tracks: Mainline______ Siding_____ Total______

18. **Sight Distance:** ________________ (Left) __________________**(Right)**

19. **Number of Trains:** Passenger____________ Speed___________
Freight______________ Speed___________

20. **Angle of Intersection:**____

21. **Type of Existing Crossing:** Grade _______
Overcrossing _______
Undercrossing _______

22. **Existing Protection:**
Advance warning signs______ Automatic flashing______ **Stop signs**______
Crossbucks ______ Automatic bell ______ **Gates** ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes__x__ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes__x__ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes__NA__ No______

29. Will P.U.C. application be made by State_______ or County__NA___?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. **Will there be any displaced persons from farms, homes, or business requiring relocation assistance?** Yes_____ No__x__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $115,000

2. Available FAS Funds $375,000

3. Does County wish advancement of future Federal funds? Yes ______ No x
Amount ______

4. Date match money is available July 1974

5. Will there be any 100% County money? Yes ______ No x

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: Spring 1975

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Burl Ingram
County Judge or Comm. Chairman

By Vernon Schrock
County Commissioner

By Geo. R. Miller
County Commissioner

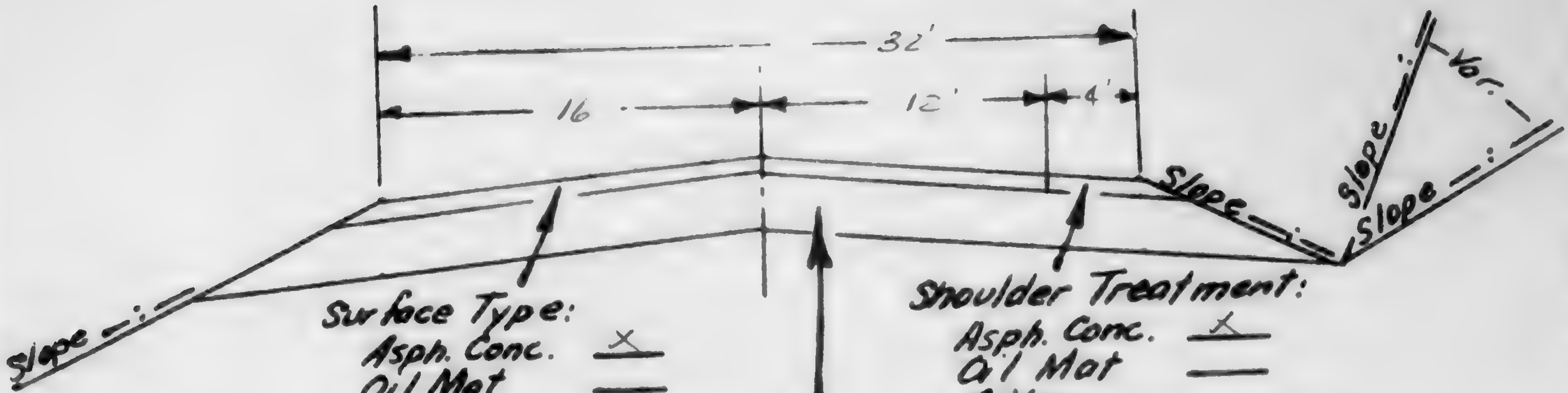
By ______
County Engineer or Roadmaster

County ______
Date ______

D.W. Prange
O.S.H.D. Field Engineer

Date Dec. 9, 1974

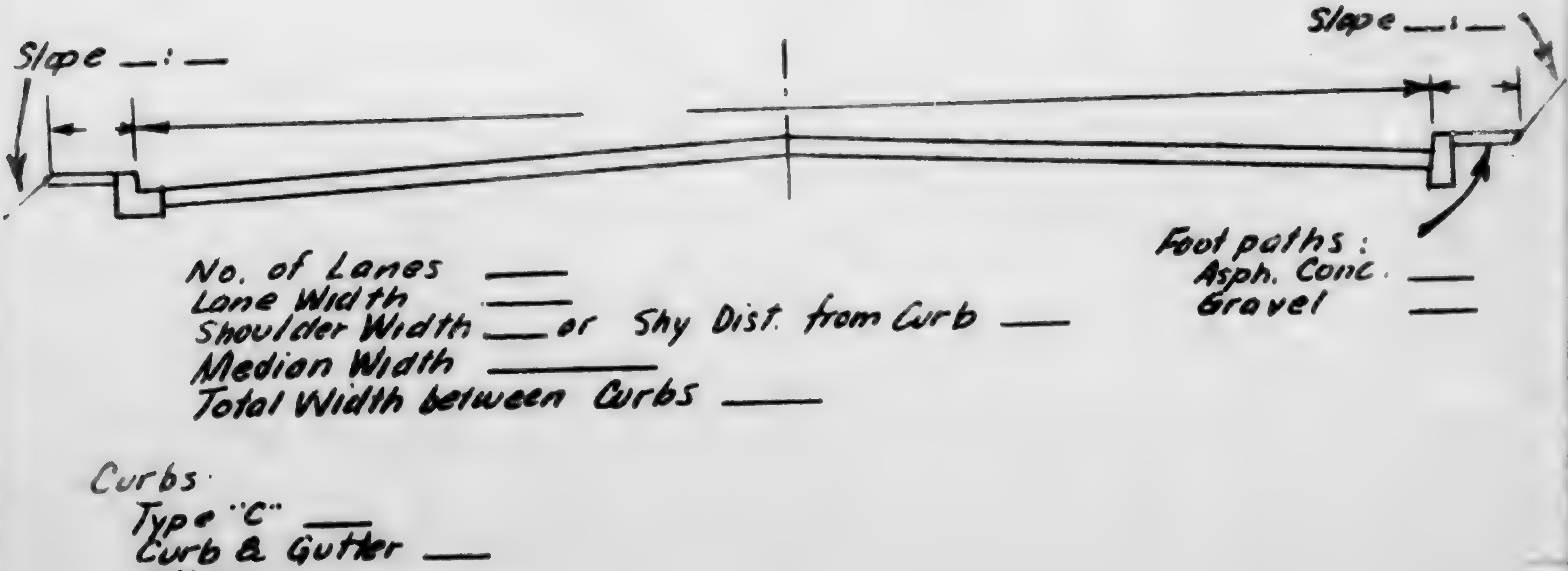
TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat ____
Other ________

Shoulder Treatment:
Asph. Conc. X
Oil Mat ____
Other ________

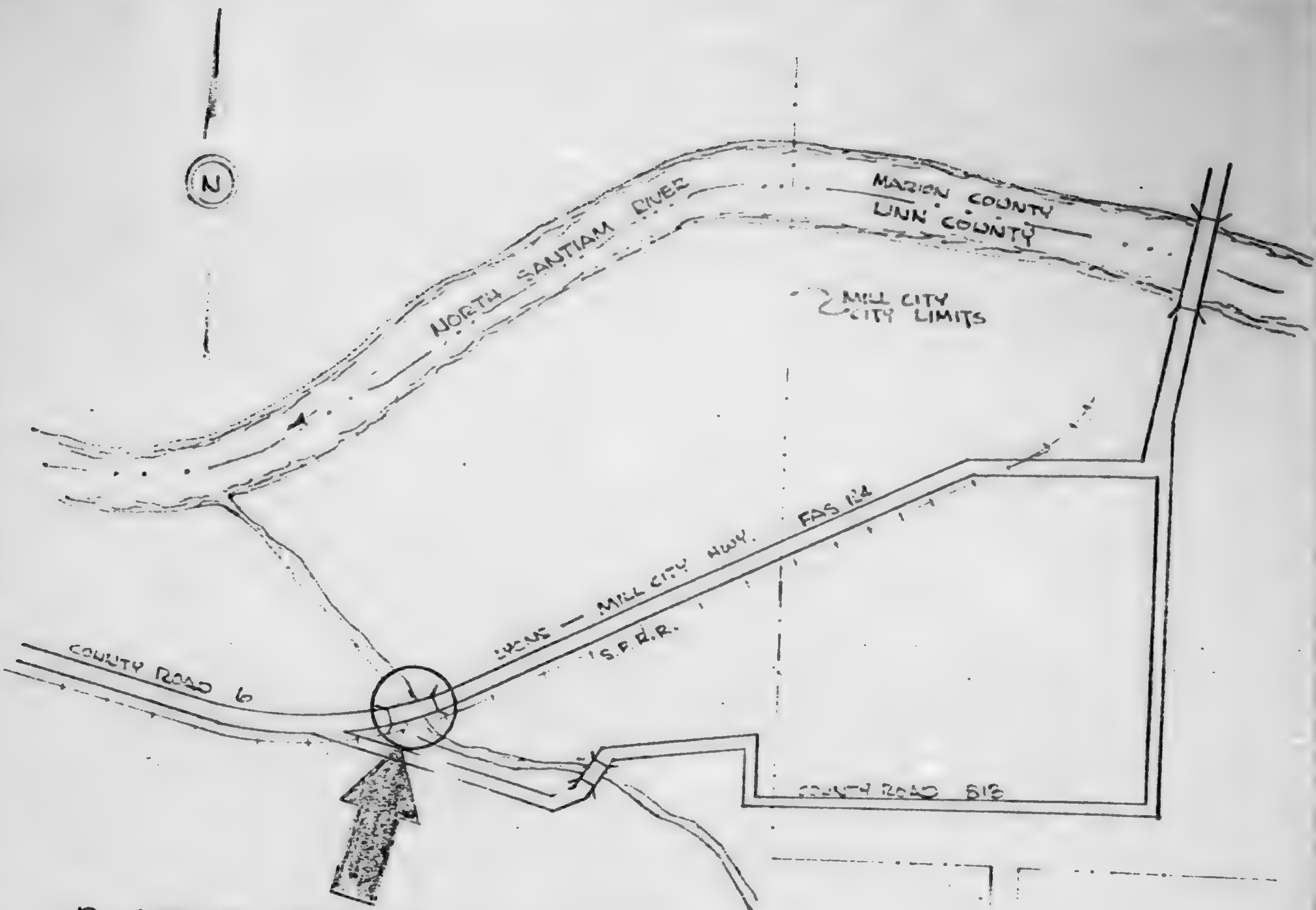
Type of Base:
Pit or Quarry Run ____
Crushed Stone X
Asph. Treated ____
Cement Treated ____



Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ________
Total Width between Curbs ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ________



DeFORD BRIDGE COUNTY ROAD 6
LYONS — MILL CITY FAS 124
T 9 S; R 5 E; SEC. 31
LINN COUNTY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 12, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations describing four Federal Aid Secondary projects, three in Columbia County and one in Linn County.

One project requested by Columbia County is for a bridge over Milton Creek at MP 8.18 on the Pittsburgh--St. Helens Road, FAS 816. The FAS funds required for this structure are estimated to be approximatley $60,000 ($6,600 of which will be the cost to the State).

Another project requested by Columbia County is also for a bridge over Milton Creek at MP 3.96 on the Pittsburgh--St. Helens Road, FAS 816. The FAS funds required for this structure are estimated to be approximately $40,000 ($4,400 of which will be the cost to the State).

The third project requested by Columbia County is for a bridge over Beaver Creek on McDonald Road, FAS 854. The FAS funds required for this structure are estimated to be approximately $45,000 ($5,000 of which will be the cost to the State).

The project requested by Linn County is for a bridge over De Ford Creek on the Lyons--Mill City Road, FAS 124. The FAS funds required for this structure are estimated to be approximately $170,000 ($19,000 of which will be the cost to the State).

These projects have been investigated and are eligible for the use of FAS funds. The total cost of these projects is estimated to be $315,000 ($35,000 of which will be the cost to the State).

These projects will be on the agenda for the December 18 meeting, and I recommend your approval.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
L. F. George
V. E. Skoog
J. H. Versteeg
Victor Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
Gary Sund
Jack Graham

HB:ssm dpv

PROPOSED FISCAL YEARS 1974 and 1975 COUNTY FAS PROJECTS

County	FAS	Section and Description	Programed Amount	State Share	
Columbia	816	Milton Creek (Pittsburgh-St. Helens Rd.) Br., M.P. 8.18, Structure	$ 60,000	$ 6,600	
Columbia	816	Milton Creek (Pittsburgh-St. Helens Rd.) Br., M. P. 3.96, Structure	40,000	4,400	
Columbia	854	Beaver Creek (McDonald Rd.) Bridge, Structure	45,000	5,000	(rounded)
Linn	124	DeFord Creek (Lyons-Mill City Rd.) Bridge Section	170,000	19,000	(rounded)
		Total	$315,000	$35,000	

SUMMARY BY FISCAL YEARS (FAS Funds)	1974	1975	TOTAL
Allocated Funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	1,100,000	5,208,000
Unprogramed Balance	$ --	$3,152,000	$3,152,000
Projects Proposed 12/18/74	--	315,000	315,000
Unprogramed Balance	$ --	$2,837,000	$2,837,000

74-g
12/6/74

LINN COUNTY
Proposed Project

FAS 124 - DeFord Creek (Lyons-Mill City Road) Bridge Section, $170,000

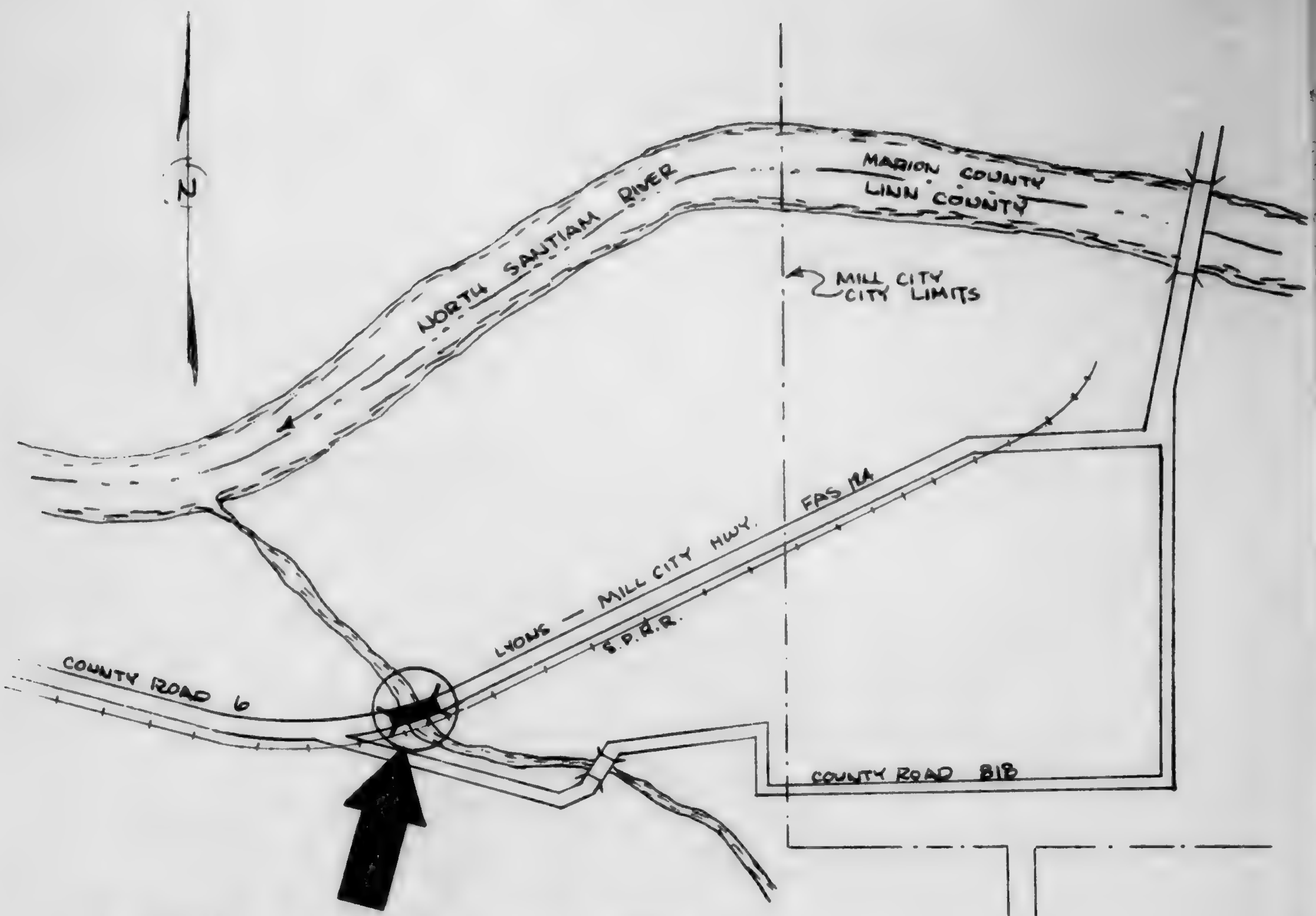
Construct a reinforced concrete bridge with a 40-foot roadway having a five-foot sidewalk on the down stream side. Contractor to remove and dispose of the existing bridge, construct the approaches and connectors, place the riprap, and install guardrail on the approaches. Utilities are involved and are to be provided on the bridge. Existing roads will be used for detour. No additional right-of-way. No hearing required.

State to test for foundation.

Engineering is to be performed by a consulting firm.

County will sign outside the work area.

74-g
12/6/74



DeFORD BRIDGE COUNTY ROAD 6
LYONS — MILL CITY FAS 124

T 9 S; R 3 E; SEC. 31
LINN COUNTY

8349 Malheur River (Russell) Br. 1976
Sec. of FAS 23-122 SW of Vale
(Structure)

C+A 5635 4-29-76

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region 5 Office

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

September 16, 1977

The Hon. Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Malheur River (Russell) Bridge Section
F.A.S. B495 (formerly F.A.S. 23-122)

I have received the itemized statement of final costs on the referenced project and it indicates that the County has a refund of $4,180.61. This is the difference between your advance deposit and the County's share of the actual construction costs. I have enclosed a copy of the statement.

This amount will be in two checks; one in the amount of $2,200.00, and the other in the amount of $1,980.61. The County should receive these checks by mail within the next few weeks.

Sincerely,

George Strawn
George Strawn
Region 5 Planning Specialist

GS:sh
Attachment

cc Program Management Section
Finance Section
E. F. Burnett

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE [✓ ☐] FAE ☐ OPE ☐
SEP 19 1977
m
File: PM FA LG OP
TAN Reynoldson

RECEIVED
SEP 19 1977
Policy Development

Form 81-734-3123

George Strawn
Region 5 Federal Aid Engineer

September 14, 1977

Robert H. Prange
Local Programs Manager

Final Billing
Malheur River (Russell) Bridge Sec.
FAS B495 (formerly FAS 23-122)
Malheur County

Two copies of the itemized statement of the final billing for the subject project are attached. Would you please forward one copy to the County and inform them that they will be receiving a refund in the amount of $4,180.61. This amount will be in two separate checks; one in the amount of $2,200.00 and the other in the amount of $1,980.61.

HR:ljt

Att.

N m

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Malheur County Court
Courthouse
Vale, OR 97918

Attention of Hon. Roy Hirai, County Judge

Request No. (assigned by staff engineer or head of section) cc 1748

Date September 14, 1977.

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Malheur River (Russell)Bridge Section,
FAS B495 (formerly FAS 23-122)

Covered by agreement dated 4/27/76 and #5635.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount remaining County advance deposit	2,200.00	
		To be refunded to County		$2,200.00

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 523-1045-297

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 11,000.00

Submitted by: Harold Reynoldson

Is this a partial or final request for billing? Final

Approved: Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 8,800.00

Approved: Gerald Wimer Gerald Wimer
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service. cc 1652

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

Form A-66—5M—4-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Malheur County Court
Courthouse
Vale, OR 97918
Attn: Hon. Roy Hirai
County Judge

This Space for Use of Accounting Division

Date September 14, 1977
Invoice No.
P. O. No.

Additional refund due Malheur County for the construction of the Malheur River (Russell) Bridge Section, FAS B495 (formerly 23-122), in the amount of $1,980.61.

Gerald Wimer
Gerald Wimer
Local Government Engineer

c.c. 1652 and c.c. 1748

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** September 14, 1977

County Malheur **Contract No.** 8349 **Date Completed** 9/7/76

FAS B495 (formerly 23-122) **Section** Malheur River (Russell) Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$86,744.03
Engineering	8,770.89
Equal Opportunity	18.71
Total Cost of Construction	$95,533.63
Federal Funds Collected	$81,894.85

Per agreement county share of construction costs are as follows:

1/2($95,533.63 - 81,894.85) = $6,819.39

County Advance Deposit	$11,000.00
County Share of Construction Costs	6,819.39
Refund Due County	$ 4,180.61

Reference: Billing Form cc 1748

834[illegible]

STATE COPY 8349(23)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-23-122(1)	2. COUNTY Malheur	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved construction of bridge No. 15627A over the Malheur River. The structure has a roadway width of 28 feet and a length of 142.5 feet. The work was performed on the "Malheur River (Russel) Bridge Section" of FAS 23-122 approximately 5 miles southwest of Vale.

5. CONTRACTOR'S NAME Douglas S. Coats Construction	6. CONTRACT AMOUNT $ 87,043.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)*

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR.
REFER TO

cy Keasey

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
			X080	0.026

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY R. A. Nichols	11. DATE OF INSPECTION 9-16-76

12. IN COMPANY WITH
Dale Hiatt, Res. Engr. and Mr. Alman, Asst. Res. Engr., OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE R. A. Nichols Original signed by R. A. [illegible]		16. SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
14. TITLE Area Engineer	15. DATE 4-8-77	17. TITLE District Engineer	18. DATE 4-11-77

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8349

October 28, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8349 awarded to Douglas S. Coats Construction for work on the Malheur River (Russell) Bridge of FAS 23-122 in Malheur County was completed on September 7, 1976, and accepted by the State Highway Engineer on October 28, 1976.

Final payment in the amount of $4,903.43 will be released to the contractor after November 2, 1976. The total contract amount is $86,744.03. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dich Hacek)
W. E. Schwartz

AD 198

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Malheur County Court
Courthouse
Vale, OR 97918

Attention of Honorable Roy Hirai
County Judge

Request No. (assigned by staff engineer or head of division) cc 1652

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $11,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Malheur River (Russell) Bridge FAS 23-122 Covered by agreement dated September 24, 1975		$ 8,800.00
		To be retained		$ 2,200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
523-1045-297

Submitted by:
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division [illegible]

3349

1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO 6-2

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM for FLG
L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-UP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-000S(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TQS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

1.	Elk River - Port Orford	~~101~~ Curry	JoP-15(3)	8225
2,	Slater Creek - Mystic Creek		RF-DP-39(6)	8310
3.	Buchanan - Cecile Reservoir	Harney	con 21-4 "Central"	[illegible]
4.	Head Road - Airport Road	Jackson	con 21-8	Jackson
5	Statewide Roadside Obstacles Projects		[illegible] 10-1	Sp.
6	Columbia River - Lake Road	Multnomah & Clackamas	con 21-1	SP
7	Powder River (Phillips) Bridge	Baker	PS-01-107(1)	8400
8	Malheur River (Russell) Bridge	Malheur	PS-23-122(1)	8344
9	Airport Rd. - Lancaster Dr.	Marion		
10.	Remote Section	Coos County	con 21-4	Coos Bay Roseburg
11	Skipanon River (Warrenton) Br.	Clatsop	Mai 14-1-1	SP
12	S. Unit Astoria - Camp Rilea	101 - Clatsop		
13	N. Fk. Cold Springs Rd.	Umatilla	[illegible]-100	8450
18	Fifteenmile Creek Bridge	Wasco	con 19-1	F.

Please file
copies [illegible]
funds [illegible]
[illegible] yellow [illegible]
9-3

5324 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Malheur River (Russell) Bridge

WEEK ENDING: September 25, 1976

SECTION PREFIX: 523-1045

HIGHWAY: FAS 23-122

COUNTY: Malheur

NAME OF JOB: Malheur River (Russell) Bridge

KIND OF WORK: Structure

CONTRACTOR: Douglas S. Coats Construction

CONTRACT NUMBER: 8349

FEDERAL AID PROJECT NUMBER: RS 23-122 (1)

DATE OF CONTRACT: May 19, 1976

DATE WORK STARTED: May 21, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: (a)8-16-76 (b) 9-15-76

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 99,884.24

EXCLUSIVE OF ENGINEERING: $ 90,599.94

ENGINEERING AUTHORIZATION: $ 8,704.30

This We k 574.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86,404.03

ENGINEERING COST TO DATE: $ 7,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 88 %

DATE PROJECT WAS COMPLETED: (a)8-16-76 (b) 9-7-76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15627 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Fair			
MONDAY 20	Fair			
TUESDAY 21	Fair			
WEDNESDAY 22	Fair			
THURSDAY 23	Fair			
FRIDAY 24	Fair			
SATURDAY 25				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 27 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No Activity
MONDAY 20	No Activity by Contractor. County Forces installing guard rail
TUESDAY 21	No Activity by Contractor. County Forces installing guard rail
WEDNESDAY 22	No Activity by Contractor. County Forces installing guard rail
THURSDAY 23	No Activity by Contractor. County Forces installing guard rail
FRIDAY 24	No Activity
SATURDAY 25	No Activity Planned

REMARKS

Contract Work Complete, Semi-Final data submitted 9-24-76

County Forces should complete guard rail installation next week. County forces still have to remove old truss from river bed. Will notify when County forces have completed their work

FINAL WEEKLY REPORT

SIGNED C. D. Hiatt LOCATION Ontario
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8317

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

7 ~~2~~ September 1976

NPW NO: 071-0YC-4-000308-76-27

RECEIVED
STATE HWY ENGR
SEP 7 '76
REFER TO
FOR
Info | Invest | Hold | D/R | Sign | Act | File

noted

Oregon Department of
Transportation
State Highway Division
Salem, OR 97310

Gentlemen:

The inclosed permit signed by Mr. E. S. Hunter on 18 August 1976 authorizes you to place riprap and conduct foundation excavation at Russell Bridge on the Malheur River.

You are requested to familiarize yourselves with all conditions of the permit. Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

CJ Allaire
C. J. ALLAIRE
Colonel, CE
District Engineer

2 Incls
1. Permit
2. Notice of Authorization

9/7/76
Orig. ltr & permit, cy of sticker -- General Files

Cy ltr, permit, sticker -- Keasey, Hart, Versteeg, Terpin, Rulien, Schwartz

Orig. of sticker & cy permit -- Cecil Head: Please care for mailing of sticker to Resident Engineer with signed cy of contract when let.

ESH:ja

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

2 September 1976

A PERMIT TO Place 185 yds of Riprap and Excavate 25 cy of River Gravel Materials for Bridge Footings

AT Malheur River Mile 22, Six Miles
Southwest of Vale, OR

HAS BEEN ISSUED TO Oregon Department of Transport. **ON** 2 September 1976

ADDRESS OF PERMITTEE State Highway Division
Salem, OR 97310

PERMIT NUMBER 071-0YC-4-000308-76-27

C. J. ALLAIRE
Colonel, CE
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

Application No. 071-0YC-4-000308-76-27

Name of Applicant Oregon Department of Transportation

Effective Date 2 September 1976

Expiration Date (If applicable)

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 15 April 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
State Highway Division
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place 185 yards of riprap and excavate 25 cubic yards of river gravel material to prepare the foundation for two bridge support footings. The excavated material or riprap will be used as backfill around the footings.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Malheur River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at River Mile 22, Six miles southwest of Vale, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks);

Malheur River (Russell) Bridge
Malheur River (Russell) Bridge Section
FAS 23-122 Malheur County
Sheets 1 of 2 and 2 of 2

RECEIVED
AUG 17 1976
BRIDGE SECTION

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started [redacted] on or before the 31st day of August, 19 77, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 31st day of August, 19 79, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~**MAINTENANCE DREDGING:** (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. **Special Conditions** (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

E S Hunter
PERMITTEE

8-18-76
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

3 SEP 1976
DATE

DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE

INDEX OF SHEETS
DESCRIPTION
itle Sheet & Summary

MALHEUR RIVER (RUSSELL) BRIDGE SEC. FAS 23-122 MALHEUR COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	RS-23-122(1).		See Index

STATE OF OREGON

STATE HIGHWAY DIVISION

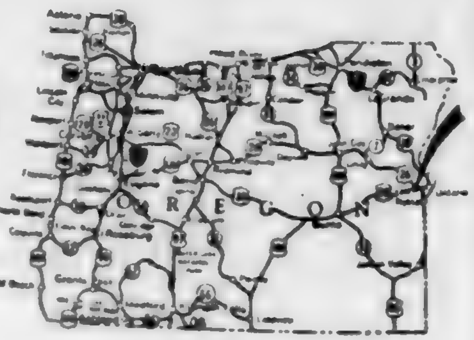
PLANS FOR PROPOSED PROJECT

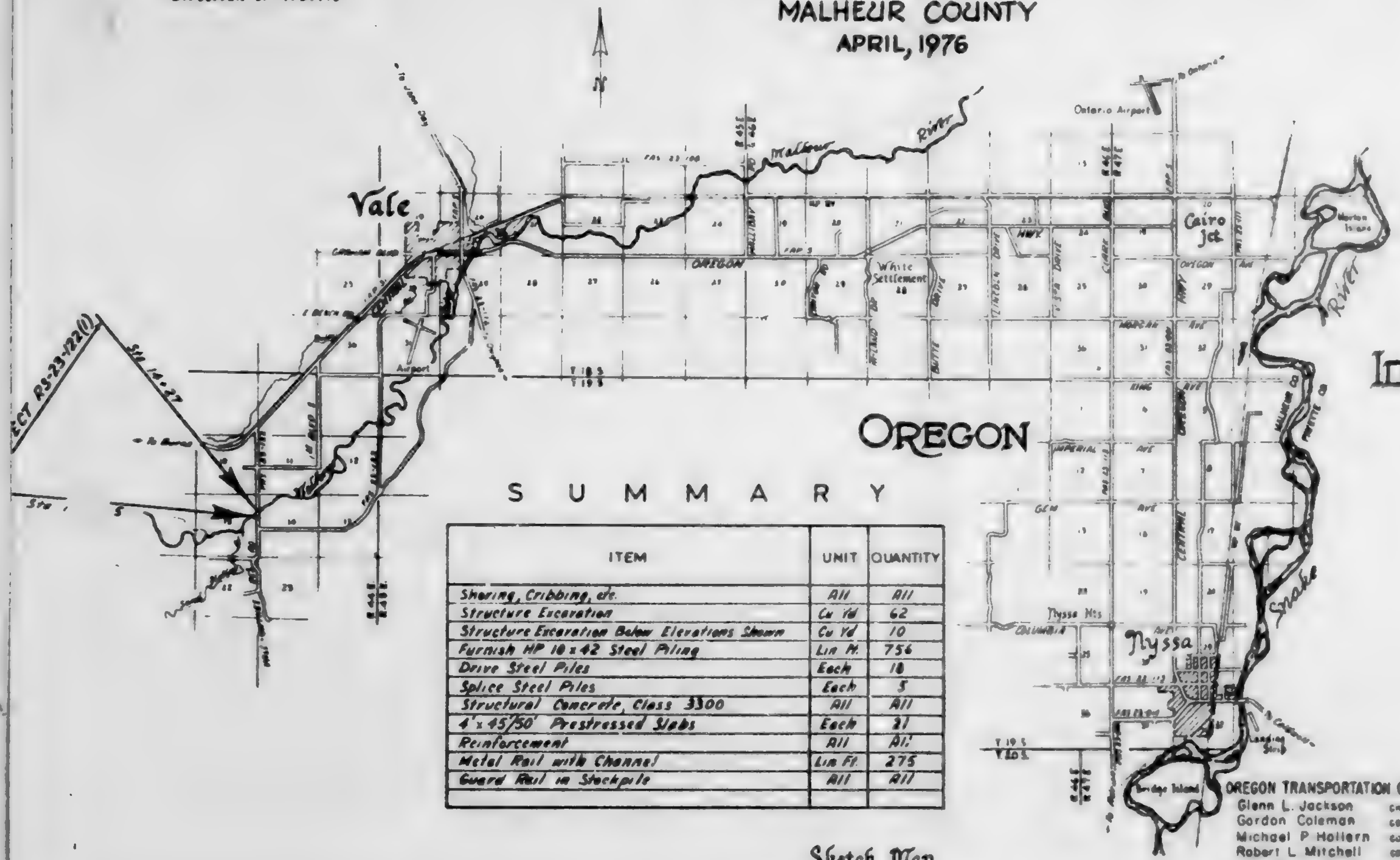
STRUCTURE

MALHEUR RIVER (RUSSELL) BRIDGE SEC.

FAS 23-122
MALHEUR COUNTY
APRIL, 1976

-31196 Incl., 29779 - Bridge No 15627A
2126A - Guard Rail
2 - Temporary Protection & Direction of Traffic.





SUMMARY

ITEM	UNIT	QUANTITY
Shoring, Cribbing, etc.	All	All
Structure Excavation	Cu Yd	62
Structure Excavation Below Elevations Shown	Cu Yd	10
Furnish HP 10 x 42 Steel Piling	Lin Ft.	756
Drive Steel Piles	Each	18
Splice Steel Piles	Each	5
Structural Concrete, Class 3300	All	All
4' x 45/50' Prestressed Slabs	Each	21
Reinforcement	All	All
Metal Rail with Channel	Lin Ft.	275
Guard Rail in Stockpile	All	All

Sketch Map

Scale 0 1 2 Miles

FRED B. KLABOE

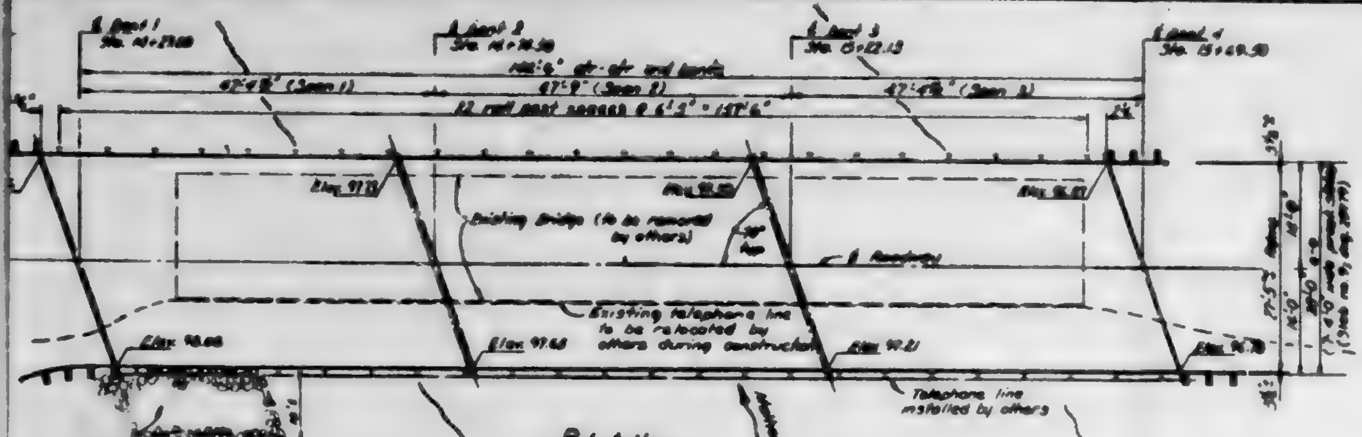
Fred B Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

E S Hunter DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson CHAIRMAN
Gordon Coleman COMMISSIONER
Michael P Hollern COMMISSIONER
Robert L Mitchell COMMISSIONER
Tom Walsh COMMISSIONER
George M Baldwin DIRECTOR OF TRANSPORTATION

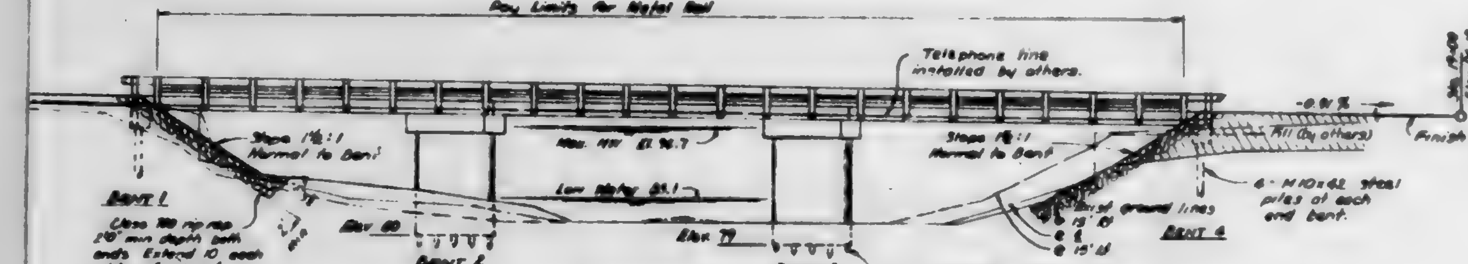
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

15 APR 1976 Sheet 1 of 2


℄ Bent 1 Sta. 14+23.00
℄ Bent 2 Sta. 14+70.50
℄ Bent 3 Sta. 15+22.13
℄ Bent 4 Sta. 15+69.50
143'-6" ctr.-ctr. end bents
47'-4½" (Span 1)
47'-9" (Span 2)
47'-4½" (Span 3)
22 rail post spaces @ 6'-5" = 137'-6"
Elev. 97.13
Elev. 98.50
Elev. 96.87
Elev. 98.66
Elev. 97.68
Elev. 97.21
Elev. 96.78
Existing Bridge (to be removed by others)
℄ Roadway
Existing telephone line to be relocated by others during construction
Telephone line installed by others
Malheur River
Rip rap to extend 10'± each side of structure (typ. both sides, both ends) Rip rap by others.

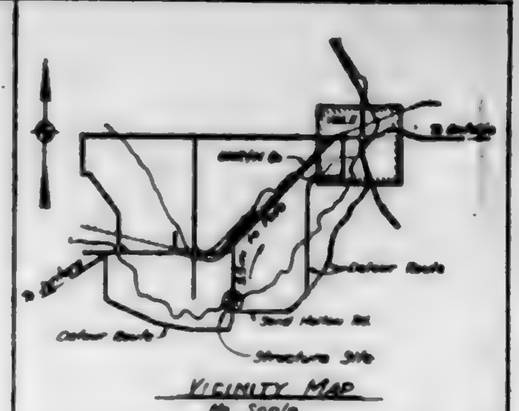
PLAN
Scale: 1"=20'-0"

Note:
Deck elevations shown are at top of concrete slab on ℄ Bent, 14' Rt or Lt of ℄ rdwy.


Pay Limits for Metal Rail
Telephone line installed by others.
Slope 1½:1 Normal to Bent
Max. HW El. 96.7
Low Water 83.1
Elev. 80
Elev. 79
Fill (by others)
Finish grade at ℄
-0.91%
Bent 1
Bent 2
Bent 3
Bent 4
Class 100 rip rap 2'-0" min depth both ends. Extend 10' each side of structure (By others)
Exist. ground lines
4 - HP10×42 steel piles at each end bent.
5 - HP10×42 steel piles with concrete encasement at each interior bent.

ELEVATION
Scale: 1"=30'-0"

Note:
Elevations shown are based on the assumed elevation of a temporary Bench Mark. TBM is a driven iron post 30' rt of ℄ @ Sta. 9+85. Assumed elevation is 100.00



VICINITY MAP
No Scale

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS20-44 loading with an allowance of 75 psf for wearing surface.

Prestressing steel shall be in accordance with detail plans.

All reinforcing steel shall conform to ASTM Specification A615. Bars number 3 through 7 shall be Grade 40 (f_s = 20,000 psi). Bars number 8 through 11 shall be Grade 60 (f_s = 24,000 psi). The following splice lengths shall be used unless shown otherwise

Bar Size	Splice Length
3-9	24 d (1'-0" min)
10 & 11	60 d

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for walls shall not be fabricated until final footing elevations have been determined in the field.

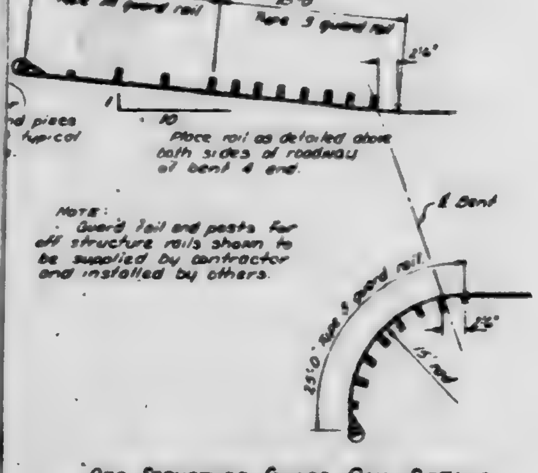
Concrete in prestressed-precast units shall be as shown on the detail plans.

All other concrete shall be Class 3,300-1½" (f_c = 1,320 psi). Concrete in Bents 2 & 3 may be deposited under water in accordance with Section 504.30 of the Standard Specifications.

All structural steel shall conform to ASTM Specifications in accordance with detail plans.

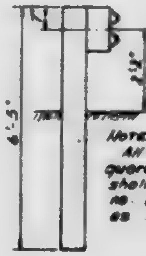
All piling shall be HP10×42 steel piles with reinforced tips driven to a minimum bearing of 70 tons per pile.

HYDRAULIC DATA	Design Flood	May Flood Year (1957)
Discharge - cfs	13,750	13,750
Frequency - yrs	35	35
HW Elevation Natural Channel - ft	96.7	96.7



Place rail as detailed above both sides of roadway at bent 4 end.

NOTE:
Guard rail and posts for off structure rails shown to be supplied by contractor and installed by others.



Note:
All details of off-structure guard rail and appurtenances shall be as shown in dwgs. no. 2126 & 2126A except as shown.

OFF STRUCTURE GUARD RAIL DETAILS
No Scale

071-0YC-4-000308

APPROVED:
Walter J. Hart
BRIDGE ENGINEER
Ed Vaunter
DEPT. STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MALHEUR RIVER (RUSSELL) BRIDGE
MALHEUR RIVER (RUSSELL) BRIDGE SECTION
FAS 23-122 MALHEUR COUNTY

PLAN & ELEVATION

DESIGNED RE
DRAWN MCY
CHECKED ATL
CAL. BOOK 1343
DATE 2-19-76 BRIDGE NO. 15624
ACCOMPANIED BY DWGS. 31193 and 31195, 2126, 2126A, 29779
SHEET 2 OF 2
DRAWING NO. 31194

15 APR 1976

fas 23-122
Malheur Co

July 21, 1976

MEMO TO THE FILES

FROM: D. N. Harwell
County-City Engineer

RE: FAS-C
Malheur County

☐ RE ☐ RCE ☐ RSE ☐ RME
☐ ROE AUG 3 1976 ☑ L
☐ RDE RECEIVED ☐
REGIONAL OFFICE

I met with the entire Court in Vale at 1:30 this afternoon. We discussed various matters relating to existing and future programs and projects in their county.

One concern of the Court was that of the guardrail not yet installed on the new bridge near Owyhee Dam. This is delaying opening of the new structure to traffic. This matter has been discussed with Mr. Schwartz and Mr. Lang and they are reviewing the situation to see if they can speed up the installation and open the structure in the immediate future. This is a real concern to the County Court relative to citizens not being able to utilize the structure.

Another matter mentioned by the county was that of the high cost of State and Federal-aid programs in relationship to their local program to improve their bridge system throughout the county. They are contracting through concrete companies in the Boise area that are providing plans compatible with ASHTO standards and for a minimum of cost by comparison. The structure on Fourth Avenue east and several others over Willow Creek in north central Malheur County are areas utilizing these structures. They will be undertaking other projects utilizing Federal and State grants and appreciate that we stop in periodically and discuss matters of mutual concern relating to highways, road and street problems.

DNH:dp

cc: Region 5
Bridge Section

NO —! on Russell Road (2nd Blvd. South) FAS 23-122 —
Should be done by 8/18/76

RCL

RECEIVED
COUNTY & CITY SECTION
G 16 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Don H

Malheur Co

July 21, 1976

MEMO TO THE FILES

FROM: D. N. Harwell
County-City Engineer

RE: FAS-C
Malheur County

I met with the entire Court in Vale at 1:30 this afternoon. We discussed various matters relating to existing and future programs and projects in their county.

One concern of the Court was that of the guardrail not yet installed on the new bridge near Owyhee Dam. This is delaying opening of the new structure to traffic. This matter has been discussed with Mr. Schwartz and Mr. Lang and they are reviewing the situation to see if they can speed up the installation and open the structure in the immediate future. This is a real concern to the County Court relative to citizens not being able to utilize the structure.

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DNH:dp

cc: Region 5
Bridge Section

☑ ENGR ☐ ASST. ☐ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

8344

13

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Malheur

Project No.: RS-23-122(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approximately 5.5 mi. S.W. of Vale.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-16-75	0.026
RIGHTS-OF-WAY		
CONSTRUCTION	12-16-75	0.026
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 109,164	$ 85,326

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: S. L. Green

Date executed by Division Administrator 6-3-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 28, 1976

Federal-Aid Project
No. RS-23-122(1)

Malheur River (Russell) Bridge
FAS 23-122
Malheur County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,500.00

Type Code X080
Structure Br. No. 15627A (Sta. 14+27 to Sta. 15+69.5)

Shoring, Cribbing, Etc.	All Required		9,500.00
Structure Excavation	62 cu.yds.	9.00	558.00
Structure Excavation Below Elevation Shown	10 cu.yds.	20.00	200.00
Furnish HP 10x42 Steel Piling	756 lin.ft.	10.00	7,560.00
Drive Steel Piles	18 only	200.00	3,600.00
Splice Steel Piles	5 only	50.00	250.00
Structural Concrete, Class 3300 (75 cu.yds.)	All Required		10,500.00
4'x45'/50' Prestressed Slabs	21 only	2,000.00	42,000.00
Reinforcement (7,000 lbs.)	All Required		2,450.00
Metal Rail with Channel	275 lin.ft.	25.00	6,875.00
Guard Rail in Stockpile	All Required		3,550.00
	Subtotal		$87,043.00
	Engineering		12,621.00
	Total		$99,664.00

Length of Structure . . . . 0.026 Mile

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds	County Funds
P.E.		$ 9,500.00	$ 7,400.00	$ 2,100.00	$ --
Structure		99,664.00	77,926.00	10,869.00	10,869.00
	Total	$109,164.00	$85,326.00	$12,969.00	$10,869.00

Group 1	100%
Contract No.	8349
Prefix No.	523-1045
Prefix No.	523-1954 P.E.

fas 23-122
Malheur Co.

bc: Roger Lang - Would you please forward this advance deposit to our Finance Section along with one copy of the attached Advance Deposit form, also inform Project Management Section so the contract can be awarded

May 3, 1976

Malheur County Court
Courthouse
Vale, OR 97918

Att: Honorable Roy Hirai
County Judge

Gentlemen:

On April 29, 1976 the lowest of six bidders on the Malheur River (Russell) Bridge Section, FAS 23-122, was Douglas S. Coats Construction, Rt. 2, Box 1620, Bend Oregon 97701, whose bid is approximately 11% greater than our estimate. Since this is over our 10% limit, it will be your responsibility to either accept or reject the project. If the county does decide to proceed with the project, the following advance deposit is required from the county prior to awarding the contract.

Bids	$87,043.00
4½% Contingencies	3,916.94
10% Engineering	8,704.30
Estimated total cost	$99,664.24

County's advance deposit:
11% of $99,664.24 = $10,963.66 or say $11,000.00

Please make this advance deposit in the amount of $11,000.00 payable by check or warrent to the Oregon Transportation Commission and forward to the Region 5 Highway Division Office in LaGrande, Attention Mr. Roger Lang

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Project Development Engineer

HR:dp

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Oregon State Highway Division

AD 198

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

CARD 1

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______

Depositor Malheur County

Amount $11,000

Section Responsible for Monitoring Project Region 5

Estimated Completion Date January 1, 1976

Purpose Advance deposit for the construction of the Malheur River (Russell) Br. Sec. FAS 23-122(1)

Other Information (File #, FA Project, etc.) RS-23-122(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly *(2)* ☐ Upon Completion *(3)* ☐ Other ______

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 523-1045-297 PE Prefix ______

CARD 2

(4) ☐ SCA
(5) ☐ Urban
(6) ☒ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks 11% County costs, 11% State costs, 78% FHWA costs, all costs not participated in by FHWA is 100% county except over run on construction engineering is to be shared 50-50 by State and County

Prepared by Robert H. Prange Date 5/3/76

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor Malheur County

Remarks $11,000 Advance deposit for construction of the Malheur River (Russell) Br. Section, FAS 23-122(1) RS-23-122(1)

Received by ______

Form 81-734-1382

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #10 - MALHEUR COUNTY

MALHEUR RIVER (RUSSELL) BRIDGE SECTION
FAS 23-122 SW OF VALE

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: APRIL 29, 1976

PAGE 1

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Shoring, Cribbing, Etc.	1	2500		
62	C.Y.	Structure Excavation	2	9		
10	C.Y.	Structure Excavation Below Elevations Shown	3	20	8	1
756	L.F.	Furnish HP 10x42 Steel Piling	4	10	7	11
18	Only	Drive Steel Piles	5			
5	Only	Splice Steel Piles	6	50		
	L.S.	Structural Concrete, Class 3300	7			
21	Only	4' x 45'/50' Prestressed Slabs	8			
	L.S.	Reinforcement	9			
275	L.F.	Metal Rail with Channel	10			
	L.S.	Guard Rail in Stockpile	11			

11%

87043.00
3916.94
7833.87
4½%
9%
98,793.81
11%
10,867.32
$10,900.00

BOND WITH SAFECO

S-1370 4/73

® SAFECO Insurance Company of America, registered trademark owner.

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SAFECO INSURANCE CO[illegible]ANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #10 - MALHEUR COUNTY FAS-C

OWNER: OREGON STATE HIGHWAY DEPARTMENT

MALHEUR RIVER (RUSSELL) BRIDGE SECTION
FAS 23-122 SW OF VALE

DATE: APRIL 29, 1976

PAGE 1

Ross Bros	Salem	113,996^{40}	1. Doug. Coates	Bend	87,043
BarnHardt	Salem	125,080-	2. Miller Const.	Twin	95,815^{50}
Hamilton	Spring.	117,271-	3. Holst	Oak.	99,516-

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Shoring, Cribbing, Etc.	1	9,500	9,500	9,000
62	C.Y.	Structure Excavation	2	9-	5^{50}	20-
10	C.Y.	Structure Excavation Below Elevations Shown	3	20-	8-	1-
756	L.F.	Furnish HP 10x42 Steel Piling	4	10-	7-	11-
18	Only	Drive Steel Piles	5	200	250	330
5	Only	Splice Steel Piles	6	50-	65-	50-
	L.S.	Structural Concrete, Class 3300	7	10,500	8,250	13,000
21	Only	4' x 45'/50' Prestressed Slabs	8	2,000	2,700	2,300
	L.S.	Reinforcement	9	2,450	2,415	2,800
275	L.F.	Metal Rail with Channel	10	25-	21^{50}	28-
	L.S.	Guard Rail in Stockpile	11	3,550	2,500	3,500

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MALHEUR RIVER (RUSSELL) BRIDGE SECTION

FAS 23-122 HIGHWAY

MALHEUR COUNTY

FAP. RS-23-122(1)
Structure

Bids Received April 29, 1976

1.	Shoring, Cribbing, Etc.	All Specified		$ 1,500.00
2.	Structure Excavation	62 cu.yds.	12.00	744.00
3.	Structure Excavation Below Elevations Shown	10 cu.yds.	12.00	120.00
4.	Furnish HP 10x42 Steel Piling	756 lin.ft.	10.00	7,560.00
5.	Drive Steel Piles	18 only	300.00	5,400.00
6.	Splice Steel Piles	5 only	50.00	250.00
7.	Structural Concrete, Class 3300	All Required		10,500.00
8.	4' x 45'/50' Prestressed Slabs	21 only	1,700.00	35,700.00
9.	Reinforcement	All Required		1,540.00
10.	Metal Rail with Channel	275 lin.ft.	40.00	11,000.00
11.	Guard Rail in Stockpile	All Specified		3,500.00
		For Comparison of Bids		$77,814.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$77,814.00
	$77,814.00
Contingencies (4-1/2%)	3,501.63
Engineering (10%)	7,781.40
Estimated Net Authorization, Constr.	$89,097.03

312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 10

Summary of Bids Received and Construction Authorization

Project MALHEUR RIVER (RUSSELL) BRIDGE SECTION

Highway FAS 23-122 HIGHWAY

County MALHEUR

F.A. Project No. RS 122001

Engineer's Estimate 77,814.00

Date Bids Received 04/29/76

	NAME AND ADDRESS OF BIDDER		AMOUNT OF BID
01	DOUGLAS S COATS CONSTRUCTION BEND	97701	87,043.00
02	MILLER CONSTRUCTION CO TWIN FALLS IDAHO	83301	95,815.50
03	HOLST CONSTRUCTION COMPANY OAKRIDGE	97463	99,516.00
04	ROSS BROS CONSTRUCTION INC SALEM		113,996.40
05	HAMILTON CONSTRUCTION CO SPRINGFIELD	97477	117,271.00
06	BARNHARDT & PLATT INC SALEM	97308	125,080.00 *

*Bidder will not accept award of more than two contracts at this letting.

11.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 87,043.00

Additional anticipated items:

ENGINEER'S RECOMMENDATION

	SALEM			
05	HAMILTON CONSTRUCTION CO		117,271.00	
	SPRINGFIELD	97477		
06	BARNHARDT & PLATT INC		125,080.00	*
	SALEM	97308		

*Bidder will not accept award of more than two contracts at this letting.

11.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount	$	87,043.00
Additional anticipated items:		
Subtotal	$	87,043.00
[illegible]		3,916.94
Contingencies and engineering		
[illegible]		8,704.30
Subtotal	$	99,664.24
Credit for maintenance rock		.00
Net construction authorization	$	99,664.24

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

[illegible]

[illegible]

8349

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 15627A

Salem, Oregon

April 29, 1976

Walter J. Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT:
Corps of Engineers 404 Permit
Malheur River (Russell) Bridge Sec.
Bridge 15627A

NOTED
E. S. HUNTER

The Malheur River at the Russell Bridge crossing is a primary tributary to a navigable stream (Snake River) and as such subject to the 404 permit requirements after July 1, 1976. These permit requirements would affect two items of cynstruction if they take place after July 1, 1976. They are 1) placement of embankment and riprap at the bridge ends and 2) construction of the interior bents—bents 2 and 3.

The County was contacted and Judge Hirai assured us that the County will have the old bridge removed and the riprap in place within ten days of award of contract.

The apparent low bidder on the project was Douglas Coats Construction Company who was contacted. His schedule calls for completion of the interior bents well before July 1, 1976.

Both items of work which could be affected by the July 1, 1976 404 regulations will be completed prior to that date. It is therefore recommended that we proceed with award of the contract prior to the receipt of the official permit.

WJH:dh

cc E. S. Hunter
Frank Terpin
W. E. Schwartz

RECEIVED
STATE HWY ENGR
APR 30 '76
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

9349

#3

April 29, 1976

Malheur County Court
Courthouse
Vale, OR 97918

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5635

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Russell Bridge over the Malheur River called the Malheur River (Russell) Bridge Section of the Second Boulevard South Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

Fas 23-122
Malheur Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 27, 1976

FROM: R C Lang
R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Malheur River (Russell) Bridge
FAS 23-122
Malheur County

TO: MEMO TO THE FILES:

Judge Roy Hirai reaffirmed the fact that the county intends to have bridge removal, slope finishing and rip-rap placed within two weeks after the award of contract.

This time table will be well ahead of the July 1 date established by the Corps of Engineers regarding placing of material in navigable waterways or tributaries thereof.

Prange
H

RECEIVED
COUNTY & CITY SECTION
APR 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

RCL:je

cc: Judge Hirai
Virgil Maupin
C. D. Hiatt
Len Wallace
Robert Prange

8349 13

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NOTED
E. S. HUNTER

NPWOP-NF 26 April 1976

NPW NO: 071-0YC-4-000308

Hant
cy Terpin
5-3-76

PUBLIC NOTICE

RUSSEL BRIDGE FOUNDATION PROTECTION
MALHEUR RIVER
Tributary of Snake River

Interested parties are hereby notified that application has been made for a Department of the Army permit under Section 404 of the Federal Water Pollution Control Act Amendments of 1972 to perform the following described work:

A total of 185 cubic yards of riprap will be placed along the shorelines to provide bank protection for the bridge abutments as shown on the attached drawings. Excavation, backfill, and riprap placement will be accomplished using a dragline, backhoe, end dump trucks, and other miscellaneous equipment. Excavation of 25 cubic yards of river gravel material is required to prepare the foundations for two bridge support footings. The excavated material will be disposed of on dry land to be reused as backfill around the completed footings. If the excavated material is unsuitable for backfill material, riprap will be used to backfill around the footings.

Name of Applicant: Oregon Department of Transportation, State Highway Division, Salem, Oregon.

Waterway and Location: Malheur River Mile 22, six miles southwest of Vale, Oregon.

Plans: Shown on the attached sheets.

Additional Information: Additional information may be obtained from Mr. Frank E. Terpin, Location Engineer, 212 State Highway Bldg., Salem, OR 97310, telephone 503-378-6516.

Additional Requirements: In addition to a Department of the Army permit, requirements of state laws and local governmental ordinances must be met before the proposed work is started. For the proposal described herein, other requirements include, but are not necessarily limited to, a State of Oregon Division of State Lands Riprap Permit.

Certification: A permit will not be issued until certification as required under Section 401 of the Federal Water Pollution Control Act Amendments of 1972 (PL 92-500) has been received from the State of Oregon Department of Environmental Quality.

Environmental Impact Statement: Preliminary determinations indicate the issuance of a Section 404 permit would not be a significant Federal action and an Environmental Impact Statement would not be required.

Historical and Archeological Values: Presently unknown archeological, scientific, prehistoric, or historical data may be lost or destroyed by work to be accomplished under the requested permit. However, the District Engineer has consulted the latest published version of the National Register of Historic Places and has determined that the property required for the activity described herein is not a registered property nor is it listed in the latest published version of the Register as being eligible for inclusion therein.

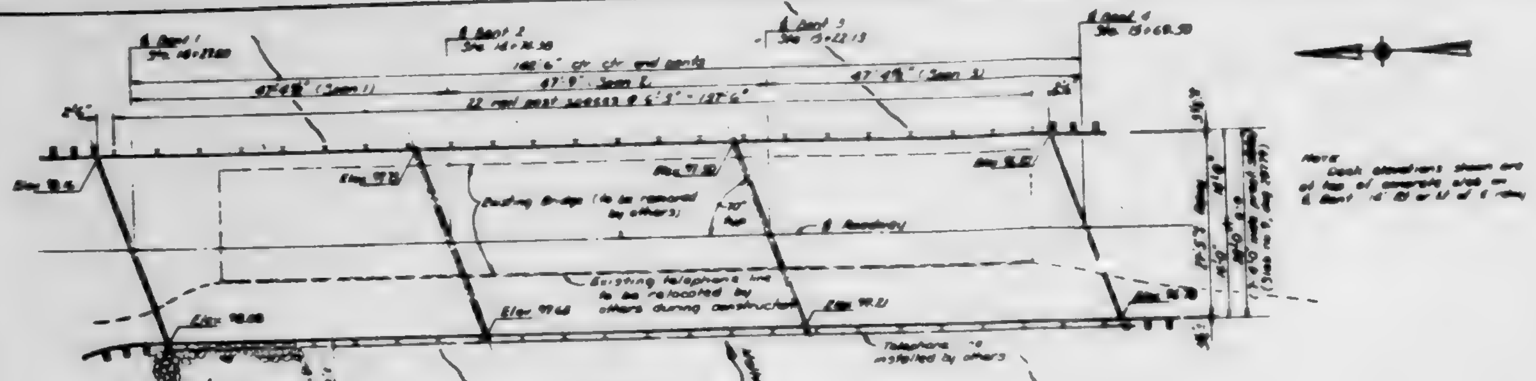
Protests:

a. Interested parties are requested to submit in writing any comments or objections that they may have to the proposed work.

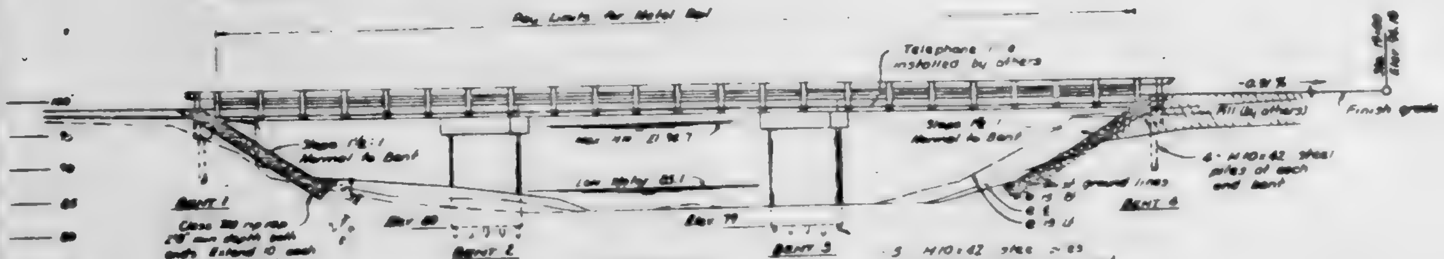
b. The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonable foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetics, general environmental concerns, historic values fish and wildlife values, flood damage prevention, land use classification, navigation, recreation, water supply, water quality, and in general, the needs and welfare of the people. Any person who has an interest which may be adversely affected by the issuance of a permit may request a public hearing. The request must be submitted in writing to the District Engineer within thirty days of the date of this notice and must clearly set forth the interest which may be adversely affected and the manner in which the interest may be adversely affected by the activity. No permit will be granted unless its issuance is found to be in the public interest.

c. Replies should be mailed to reach this office not later than 26 May 1976. Lack of response to this public notice within the designated comment period from other than those agencies from which response is required by existing statutes, will be interpreted as concurrence with the work or structure described herein.

Duane M. Downing
DUANE M. DOWNING
Chief, Operations Division


Bent 1
Bent 2
Bent 3
Bent 4
146'6" ctr. ctr. end bents
47'9" Span 2
47'4½" (Span 1)
47'4½" (Span 3)
Existing Bridge (to be removed by others)
Existing Telephone line to be relocated by others during construction
Telephone to be installed by others
Malheur River
Rip rap to extend 10' each side of structure (typ. both sides, both ends) Rip rap by others

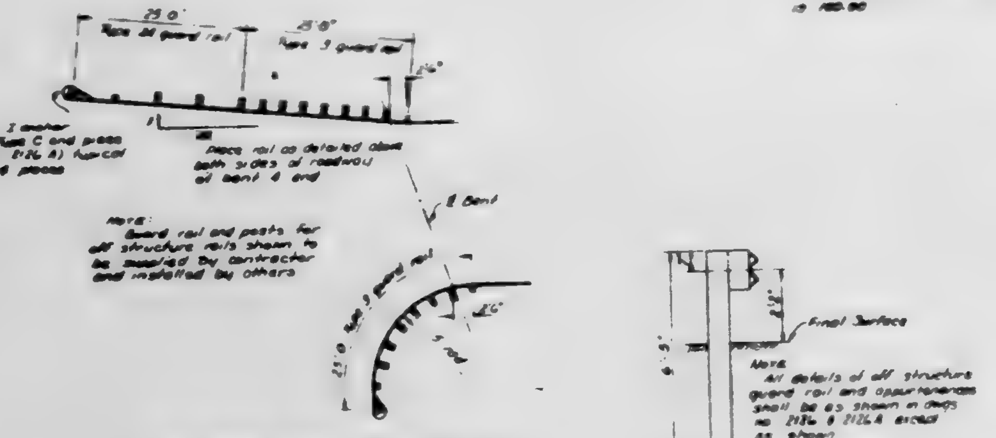
PLAN
Scale: 1"=20'0"


Pay Limits for Metal Rail
Telephone to be installed by others
Slope 1½:1 Normal to Bent
Low Water 85.1
Bent 1
Bent 2
Bent 3
Bent 4
6 - HP10x42 steel piles at each end bent
Fill (by others)
Finish grade at ℄
-0.91%

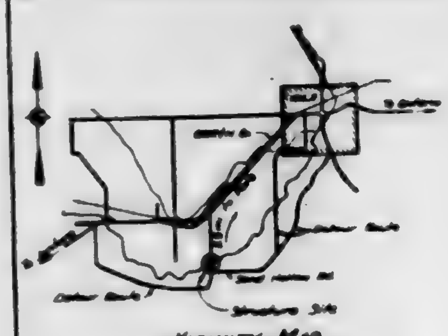
ELEVATION
Scale: 1"=20'0"

3 HP10x42 steel piles with concrete encasement at each interior bent

Note:
Elevations shown are based on the assumed elevation of a temporary Bench Mark. TBM is a driven iron post 50 ft. rt. of ℄ @ Sta. 0+80. Assumed elevation is 100.00


25'0"
Type 2A guard rail
25'0"
Type 3 guard rail
Place rail as detailed above both sides of roadway at bent 4 end
℄ Bent
Final Surface
Note: Guard rail and posts for off structure rails shown to be supplied by contractor and installed by others
Note: All details of off structure guard rail and appurtenances shall be as shown in dwgs. no. 2136 & 2136A except as shown

OFF STRUCTURE GUARD RAIL DETAILS
No Scale



VICINITY MAP
No Scale

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS20-44 loading with an allowance of 15 psf for wearing surface.

Prestressing steel shall be in accordance with detail plans.

All reinforcing steel shall conform to ASTM Specification A615. Bars number 3 through 7 shall be Grade 40 (f_s = 20 000 psi). Bars number 8 through 11 shall be Grade 60 (f_s = 24 000 psi). The following splice lengths shall be used unless shown otherwise.

Bar Size	Splice Length
3 - 7	24 d (1'-0" min.)
10 & 11	40 d

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for walls shall not be fabricated until final footing elevations have been determined in the field.

Concrete in prestressed-precast units shall be as shown on the detail plans.

All other concrete shall be Class 3300 (¾" f_c = 1 320 psi). Concrete in Bents 2 & 3 may be deposited under water in accordance with Section 506.18 of the Standard Specifications.

All structural steel shall conform to ASTM Specifications in accordance with detail plans.

All piling shall be HP10x42 steel piles with reinforced tips driven to a minimum bearing of 70 tons per pile.

HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD YEAR (1957)
DISCHARGE cfs	13,750	13,750
FREQUENCY yrs	35	35
H.W. ELEVATION NATURAL CHANNEL ft	96.7	96.7

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MALHEUR RIVER (RUSSELL) BRIDGE
MALHEUR RIVER (RUSSELL) BRIDGE SECT.
FAS 23-122 MALHEUR COUNTY

PLAN & ELEVATION

SHEET 1 OF 6
DRAWING NO. 31194

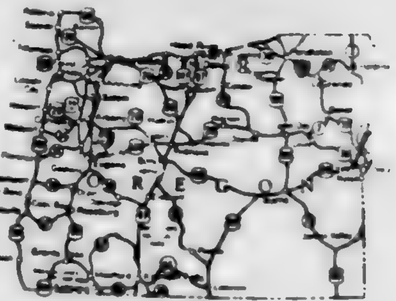
15 APR 1976

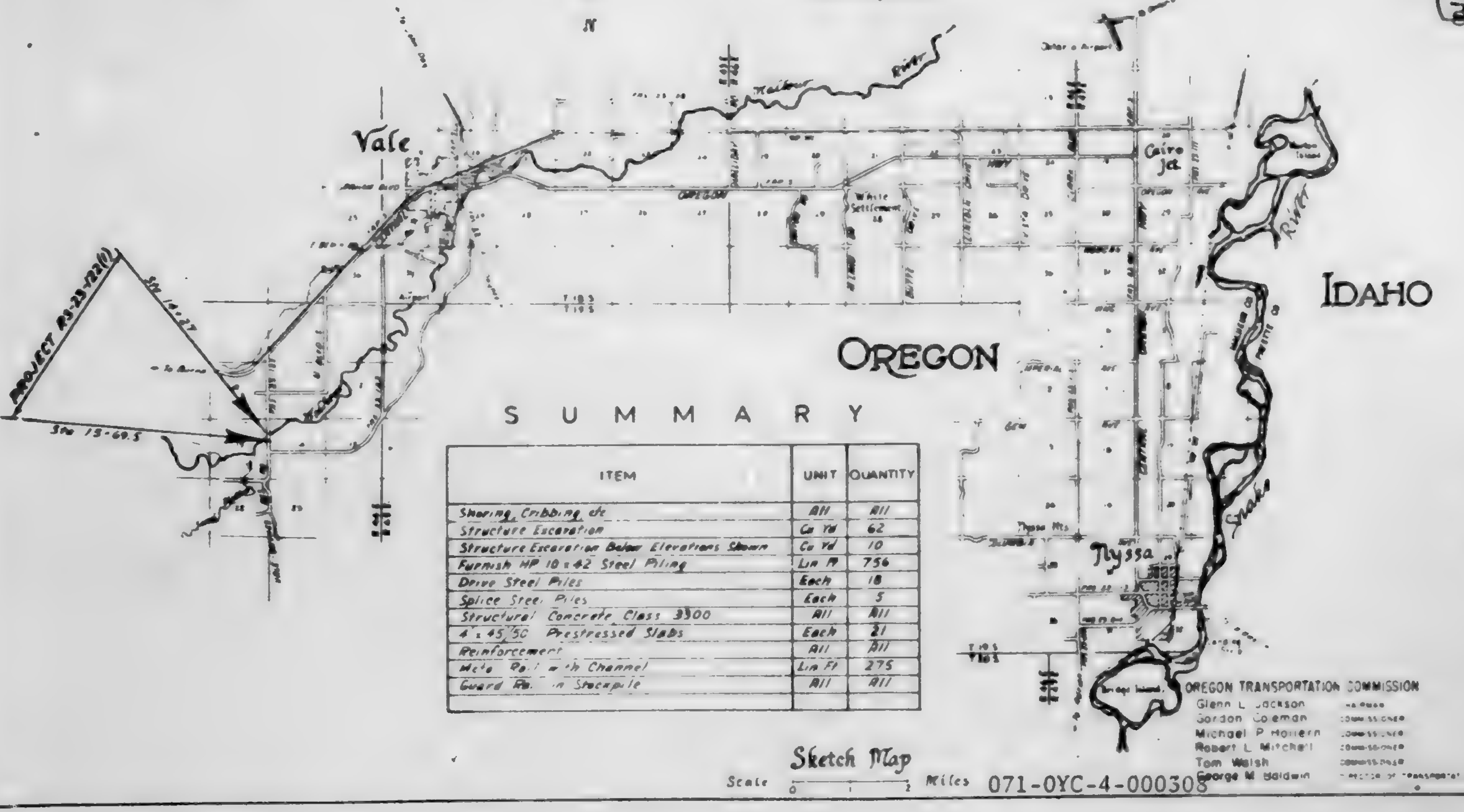
Malheur River (Russell) Bridge Sec. FAS 23-122 Malheur County				
10	OREGON	RS-23-122(1)		

INDEX OF SHEETS	
1	Title Sheet & Summary

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT
STRUCTURE
MALHEUR RIVER (RUSSELL) BRIDGE SEC.
FAS 23-122
MALHEUR COUNTY
APRIL, 1976

Drg. No.
31190 – 31196 Incl., 29779 - Bridge No 15627A
2126, 2126A - Guard Rail
S-1, S-12 - Temporary Protection & Direction of Traffic





SUMMARY

ITEM	UNIT	QUANTITY
Shoring, Cribbing, etc	All	All
Structure Excavation	Cu Yd	62
Structure Excavation Below Elevations Shown	Cu Yd	10
Furnish HP 10 x 42 Steel Piling	Lin Ft	756
Drive Steel Piles	Each	18
Splice Steel Piles	Each	5
Structural Concrete Class 3300	All	All
4' x 45'/50' Prestressed Slabs	Each	21
Reinforcement	All	All
Metal Rail with Channel	Lin Ft	275
Guard Rail in Stockpile	All	All

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	Chairman
Gordon Coleman	Commissioner
Michael P Hollern	Commissioner
Robert L Mitchell	Commissioner
Tom Walsh	Commissioner
George M Baldwin	Director of Transportation

Fred B Klaboe	Administrator and State Highway Engineer
E S Hunter	Deputy Highway Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ENGINEER DATE

- 8329

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 23, 1976

FROM: Frank E. Terpin
Location Engineer

TO: E.S. Hunter
Deputy State Highway Engineer

SUBJECT: Malheur River Bridge
(Russell Bridge)
FAS 23-122, Malheur County

NOTED
E. S. HUNTER

It has been determined that a Section 404 permit from the Walla Walla District, Corps of Engineers, is required for the fill work involved in this project. A phone call April 21 from the Walla Walla District to Don Keyes indicated that the Corps expects to place the mandatory public notice in circulation by Friday, April 23. However, Title 33, Chapter 11, Part 209 of the Code of Federal Regulations, which prescribes the conditions for administration of the Section 404 permit program, allows up to 75 days from the date of the notice for receipt of comments. We understand that the Walla Walla District Engineer will not consider adjusting this "open comment" period.

We are scheduled to open bids on this project April 29, 1976. It is certain that issuance of a permit will be delayed beyond that date and the contractor may not be able to complete the work within the time presently allowed by our contract. Under these circumstances, should we open the bids as scheduled or wait until the permit is received? Federal Highway Administration Notice N 5000.4 states that "Construction should not commence on any potentially controversial project prior to the receipt of necessary permits." There are other projects for which a Corps permit cannot be obtained before presently scheduled bid openings.

WAE:jp

RECEIVED
STATE HWY ENGR
APR 27 '76
REFER TO File - discussed w/Terpin 4-27-76
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA NOTICE
Corps of Engineers Section 404 Permits for Activities in Navigable Waters or Ocean Waters	N 5000.4 March 23, 1976

1. PURPOSE. To advise Federal Highway Administration field offices and State highway agencies of actions that should be taken relative to section 404 permits for potentially controversial projects.

2. BACKGROUND. FHWA Notice N 5000.3 dated August 22, 1975, contained interim instructions for conducting business during the period in which the Corps of Engineers was implementing the interim final regulation for section 404 permits. The regulation has now been in effect 7 months and Corps district offices are issuing permits under Phase I effective July 25, 1975. At least one district has issued a Public Notice of an application for a General Permit for limited amounts of fill for highway construction. We also know of one instance that a State highway agency received a "cease and desist" order from the Corps of Engineers.

3. DISCUSSION. Phase II of the permit program is scheduled to take effect on July 1, 1976, 4 months from now, and Phase III becomes effective on July 1, 1977. It therefore appears prudent at this time to update the instructions contained in the FHWA Notice of August 22, 1975.

4. ACTION

   a. Projects requiring section 404 permits in Phases I and II: Construction should not commence on any potentially controversial project prior to the receipt of necessary permits. The cost of possible contractor delays in the event cease and desist orders are issued should be considered when decisions are made to proceed with work while permit applications are pending. Corps of Engineers district offices should be able to provide information regarding the possibility of problems with issuing the necessary permits. Prior to July 1, 1976, permits should be secured for ongoing projects which will require permits in Phase II.

RECEIVED
STATE HWY ENGR
APR 27 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
APR 22 1976
BRIDGE SECTION

DISTRIBUTION: Headquarters
Regions
Divisions

OPI: HNG-31

[illegible]
L. L. [illegible]

b. Projects requiring permits in Phase III: Continue operations as instructed in the Notice of August 22, 1975. It is advisable to obtain all necessary permits prior to the beginning of construction in order to avoid the possibility of problems on the effective date of Phase III.

5. OTHER. It will be necessary for the Headquarters Office of FHWA to be fully informed of all Corps of Engineers district office actions in administering the permit program and in issuing general permits in order to negotiate a useful Memorandum of Understanding. We will appreciate submissions of reports and/or information that can be used in achieving that objective. Information should include both favorable and unfavorable actions from the FHWA viewpoint. We are particularly interested in water quality certifications which impose requirements beyond those imposed by PL 92-500, permits or permit applications refused because of those requirements or because of potential flood problems, lack of local or State permits, a determination that the project is not in the public interest, etc. Information regarding the refusal of a permit for any reason or the imposition of requirements other than water quality requirements will be useful.

HA Lindberg

H. A. Lindberg
Associate Administrator for
Engineering and Traffic Operations

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTI
MAR 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Attention: County-City Unit

Subject: Federal Aid Project No. RS 23-122 (1)
Project Name Malheur River (Russell) Bridge Sec.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 17 day of March, 1976

County of Malheur

Roy Hirai
County Judge/Chairman

W. C. Hammack
Commissioner

Sam Huntley
Commissioner

Instructions: Complete A or B and C.
R/W File No. ______

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

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County of Malheur

County Judge/~~Chairman~~

W. C. Hammack
Commissioner

Commissioner

C.C. John Oaks
D.E. Swan

Instructions: Complete A or B and C.
R/W File No. ____________

FAS 23-122
Malheur Co

March 17, 1976
(date)

Mr. Roy Hirai
County Judge
Malheur County
P.O. Box 130
Vale, OR 97918

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 23-122

Section Malheur River (Russell) Bridge Section: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

4-14-1976
(date)

By Roy Hirai

By Sam E Bentley
Commissioner

By W.C. Wammack
Commissioner

RECEIVED
COUNTY & CITY SECTION
APR 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

cc
Duane Ridings, Proj Mgt.

PAS 23-122

#319

All Clear 3-5-76
DLP

ENVIRONMENTAL REVIEW

Section Malheur River) Bridge (Russell)
Highway 2nd Blvd. South
County Malheur
Type of Work Str.
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A - Project Assessment - Anticipate No problems

NEGATIVE DECLARATION: N/A

FISH COMMISSION: Thru DSL

WILDLIFE COMMISSION: Thru DSL

DIVISION OF STATE LANDS: Yes 3-25-76 - comments not rec'd at this time - General restrictions are being placed in the job spec's - When comments are rec'd if they are different job spec's will be revised.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

OTHER: CORPS OF ENGINEERS PERMIT: Not req'd if work done prior to 7-1-77

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
November 21, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Malheur River Bridge
(Russell Section)
2nd Blvd. South
Malheur County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg ✓ (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

APPROVED
ESH
Hunter
Date 11-24-75

RECEIVED
STATE HWY ENGR
NOV 21 '75
REFER TO
FOR
Info | Inves | R-D | D-R | Sign | Att

RECEIVED
DEC - [illegible]1975
ROAD [illegible] SECTION

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up / /
Other

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 30, 1975

A. PROJECT IDENTIFICATION

Name of Project Malheur River Bridge (Russell) Section RS-23-122(-)
(Section)

Location of Project - 2nd Blvd. South (Highway Name) FAS-C 23-122 (Highway No., US - ORE)

(City) Malheur (County) 5 (Region)

Program FAS-C (Funding) $121,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a safe structure conforming to present FAS-C standards for public use.

Origin and History: Project is identified as the No. 1 priority in Malheur County Roadmaster and Court.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 275 feet of which 125' is structure, approaches--150 feet.

Termini

Alignment (new or existing) Existing alignment

CATEGORY
3 PROJECT

non-major

Form (2)9-74

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

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SALEM, OREGON

November 21, 1975

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Project Management Engineer

TO: Mr. E. S. Hunter
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cc: J. B. Boyd (3)
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Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

APPROVED
ESH
[illegible] Hunter
Date 11-24-75

RECEIVED
STATE HWY ENGR
NOV 21 '75
REFER TO
FOR
Info | Inves | R D | D R | Sign | Ret

RECEIVED
DEC - 5 1975
ROAD [illegible] SECTION

Requires Reply ☐
Requires Approval ☐
Return or Keep ☐
Do not File ☐
Return To
Bring Up
Other

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 20, 1975

In reply refer to: 1041DA.5

SUBJECT:
Oregon Project RS-23-122(-)
Malheur River Bridge (Russell Section)
2nd Blvd. South
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO
FOR

BEN GIFFORD

NOV 20 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 30, 1975

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(Section)

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Length 275 feet of which 125' is structure, approaches--150 feet.

Termini

Alignment (new or existing) Existing alignment

CATEGORY
3 PROJECT
non-major

Form (2)9-74

Description of Project (cont.

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section 2-12 foot travel lanes, 2-foot shy distance each side.

Bikeway No

Structures Russell Bridge crossing Malheur River--approximately 125 feet in length, 28 feet wide, prestressed concrete slab span.

Additional Facilities None

Access Control Access not controlled on county roads in Malheur County.

Materials Obtained from commercial sources

Borrow and Waste Disposal Necessary borrow material will be obtained from existing county sources.

Special Construction Methods None

Characteristics (ADT) 120

Other General Information (or Supplemental information to items)
Existing structure (steel truss) is incapable of supporting heavy loads. Present load limit is 12 tons. Dimensions: 125' x 16'; vertical clearance 14'.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Using existing corridor--only available alternative is "No-Build" which would result in an added inconvenience to ranchers in the areas, as the existing structure is inadequate to carry loads in excess of 12 tons.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

None to date--hearing will be offered.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies

Full cooperation with local, state and federal agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD		FHWA	
Status	**Date**	**Status**	**Date**
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Proposed project lies about 5½ miles southwest of Vale on the Malheur River drainage system. Surrounding topography is mountainous, ranging from near 6,000 feet; while the project elevation is about 2,260 feet. Land at the bridge crossing is largely unimproved range land; attempts are being made to improve lands for cultivation. Natural vegetation is predominantly sagebrush and bunch grass. River banks at this location are moderately eroded. Erosion control at the structure will be established as required. The river does not support anadromous fish; however, some sport fish may be taken. The surrounding area supports a variety of wildlife including antelope and deer.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The immediate area (5 mile radius) is agricultural and range, with diversified crops ranging from grain, row crops and cattle ranching. It is anticipated the project will not generate additional noise or effect air esthetics except for a minor amount during construction.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   None required.

   Consequences:
   None

2. Estimated Changes in Traffic Patterns:

   No changes anticipated.

   Consequences:

   None

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No change anticipated because of this project.

Consequences:

None.

4. Expected Adverse Effects on Natural Ecological Resources:

Minimal adverse effect during construction. Minimization of harm procedures will be established in coordination with Department of Fish and Wildlife.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effect on cultural or scenic resources.

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

No readily identifiable areas of environmental concern.

7. Potential for Controversial Issues:

None anticipated.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

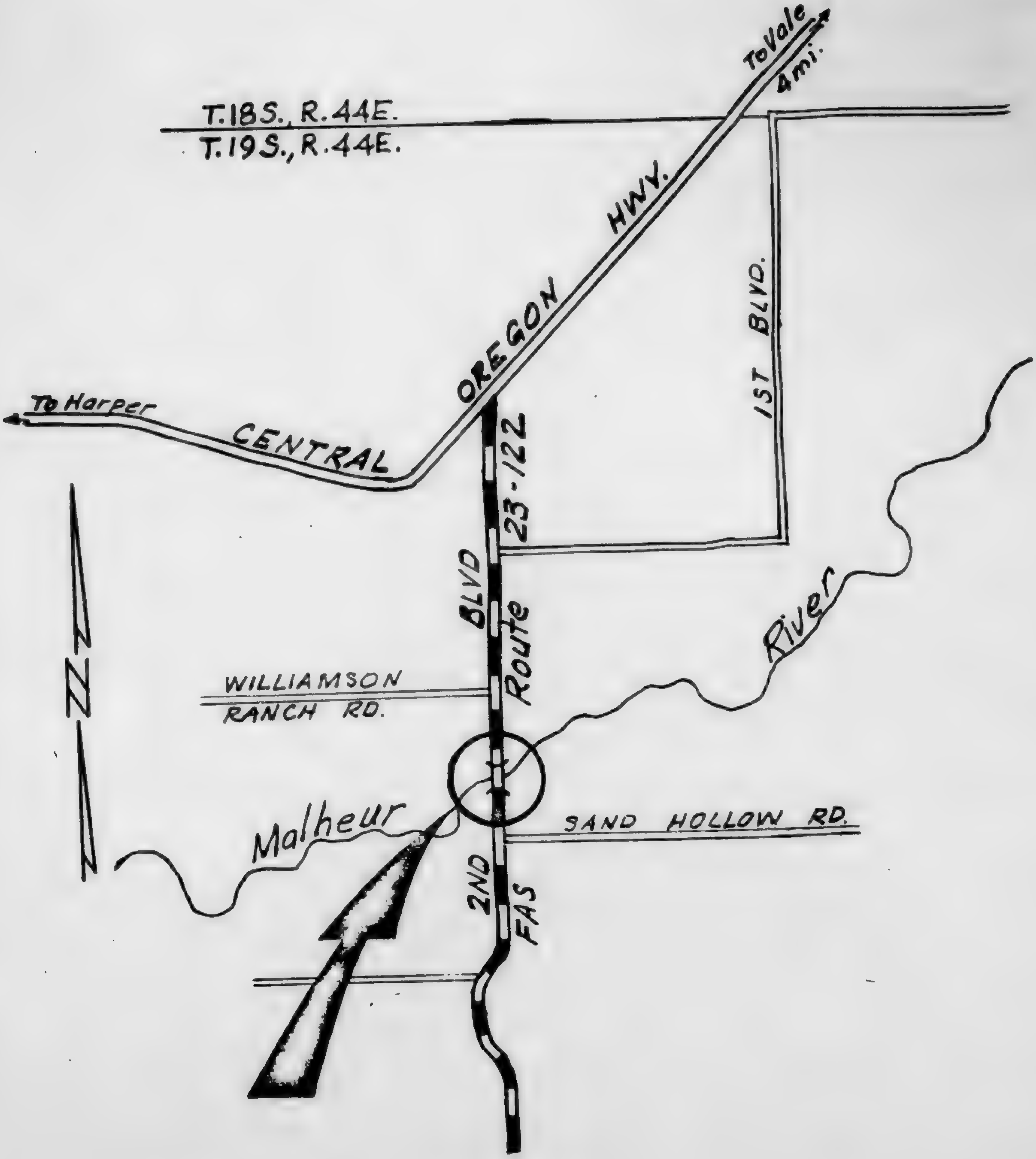
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☒ OTHER Non-Major Action



MALHEUR RIV. (RUSSELL) BR.

2 ND BLVD.
FAS 23-122
Malheur County

FAS 23-122
Malheur Co

OREGON STATE
HIGHWAY DIVISION
Region 5 Office
W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 15, 1976

The Honorable Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Malheur River (Russell) Bridge Section, FAS 23-122

Your proposed project is being advanced toward contract letting as rapidly as possible.

Even though no right-of-way is needed for the project, it is necessary to certify to the FHWA that construction can be accomplished within the right-of-way. Also, that utilities occupy the right-of-way by permit, franchise, or other approved procedures.

Enclosed are three copies of Right-of-Way and Utility Certification. Please complete and return two copies to me at your earliest convenience so we may proceed with project advancement.

Please call if you have any question.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosures

cc George Hopkins
C. D. Hiatt

PROJECT MANAGEMENT
MAR 16 '76
REFER TO: Doug H
FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

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COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 13, 1976

FILE:

FROM:

SUBJECT: Malheur River (Russell) Bridge
FAS 23-122 Hwy-2nd Boulevard
Malheur County

TO: FILES

The project proposal is to replace the existing Malheur River (Russell) Bridge which is located 5.5 miles southwest of Vale, Oregon. The replacement bridge will have the same length as the existing bridge but will provide greater roadway width and load-bearing capacity.

HYDROLOGY

The Malheur River rises in mountainous terrain in eastern Oregon and flows easterly to its confluence with the Snake River near Ontario, Oregon. The drainage basin contributing to the Malheur River lies in portions of Baker, Harney, Grant and Malheur Counties. This is a semi-arid region with low runoff during summer, fall and winter months due to light precipitation. In the spring months, rainfall augmented by snowmelt produces the highest discharges of the year. In addition, the ground is usually frozen at the higher elevations and very little of the runoff is retained by the soils. This gives the drainage basin a flash-flood characteristic and explains why one particular area of the basin may be a major contributor to a flood yet contribute very little or no runoff to another flood.

Five diversion dams and several irrigation canals upstream from Russell Bridge are used to regulate and distribute flows for irrigation, usually from July to November. These irrigation facilities, combined with the unpredictable nature of the drainage basin itself, produce such unreliable data that flood frequencies and magnitudes cannot be arrived at with any degree of certainty. The flood data used was from the USGS gaging station located at Little Valley near Hope, Oregon (19.5 miles upstream from Russell Bridge) which provided 48 years of records. This data was input into the log-pearson type III Flood Frequency and Flow Distribution computer program for detailed analysis which provided the best possible estimate of runoff conditions.

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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

The total drainage area up to Russell Bridge is 3,240 square miles and would produce 15,300 cfs for the predicted 50-year flood (regulated). From highwater marks located by the field crew, a discharge of approximately 13,750 cfs was calculated for the 1957 flood which was a 30 to 35-year flood. The channel under the bridge was conveying an estimated discharge of 10,500 cfs (flowing full) with average velocities of approximately 10 fps. The remaining discharge overbanked, went into storage in the wide flood plain, and also flowed over the roadway to a maximum depth of 2.8 feet. About 800 feet of the roadway was inundated beginning at a point 220 feet from the south end of the bridge. This low portion of the roadway should not be raised as it provides a safety valve for the bridge during high runoff. No dwellings or structures are in jeopardy from this overflow pattern. Mr. Paul Hale, foreman for the Malheur County Roadmaster, stated that overflow velocities were low during the 1957 flood and no erosion of the roadway embankments had taken place. He also stated that waters have been overflowing the roadway about every five to seven years, which correlates to our data that a Q7 discharge of 6,000 cfs would overtop the roadway.

As this project proposes to replace the existing structure without any channel modifications, the hydraulic capability of this crossing will not be affected. Lengthening of the proposed structure would not increase the efficiency of the bridge enough to warrant the additional cost. Conversely, the proposed bridge should provide no less waterway area than the existing bridge now provides. The existing bridge has 1,210 square feet of waterway area, but the bridge is on a 25 degree skew to channel flow thus reducing the effective waterway area to 1,077 square feet.

Richard L. Lenz
Hydraulics Engineer

JPD:jp
cc Frank Terpin
Walt Hart
W.E. Schwartz
Don Harwell

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1957)
Discharge -	cfs	13,750		13,750
	m^3/s	389.13		389.13
Frequency - yrs.		35	100	35
H.W. Elevation Natural Channel	ft.	94.7		94.7
	m.	28.86		28.86
H.W. Elevation Channel Change	ft.	---		
	m.	---		
Average Velocity	fps	10		10
	mps	3.1		3.1

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Field information indicates that piers should be aligned with channel flow, and the 20° skew proposed by the Bridge Design Section will be sufficient.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Malheur River (Russell) Bridge
F.A.S. 23-122 Highway-2nd Blvd.
Malheur County

COMPILED BY: J. Dent	DATE: 2-12-76

FAS-23-122

Malheur River (Russell) Bridge Location
Malheur County
County Road (Russell) Blvd.
Prefix No. 523-1954

COST ESTIMATE

Item	Unit	Quantity	Unit Price	Amount
1. Temp. Protection & Direction of Traffic	Lump Sum	All	Lump Sum	$ 500.00
2. Temporary Signs	Sq. Ft.	57	$ 8.00	456.00
3. Type III Barricades	Only	8	100.00	800.00
4. Guardrail, Type 2A	Lin. Ft.	75	8.00	600.00
5. Guardrail, Type 3	Lin. Ft.	100	15.00	1,500.00
6. Guardrail Anchors, Type 1	Only	4	350.00	1,400.00
7. Rail End Pieces,	Only	4	200.00	800.00
Prestress Slab Structure 28 x 125 = 3,500 sq. ft. x $25.00/sq. ft. =				87,500.00
			Construction Cost	$93,556.00
Engineering & Contingencies at 20% =				18,711.20
			Project Total	$112,267.20

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NARRATIVE REPORT
MALHEUR RIVER (RUSSELL) BR. SECTION
MALHEUR COUNTY
COUNTY RD. F.A.S.-23-122
STRUCTURE REPLACEMENT
FEDERAL AID RURAL SECONDARY HIGHWAY PROGRAM

LOCATION AND DESCRIPTION OF PROJECT.

The proposed project would replace an existing steel truss over Malheur River on County road approximately 5.5 miles S.W. of the city of Vale.

The new structure will be approximately 125 feet long with a 28 foot roadway consisting of precast slabs on concrete bents. The county will remove existing structure, place slope protection and perform all grading work required on approaches to the new structure. Roadwork will be limited to that necessary to remove sag from profile at existing structure and widening of roadbed to conform with the new structure. The contract will include building new structure and ~~installation of guard~~ rail.

The purpose of project is to provide a safe structure conforming to present FAS-C standards. The existing structure has a present load limit of 12 tons. It is 16' wide with a 14' clearence. As this is a farming area, heavy loads of sugar beets, potatoes, corn, hay and etc. are hauled. The existing bridge is a span salvaged from structure across snake river. The existing bridge is unsafe for the use that exists. The replacement of this structure is the No. 1 priority in Malheur County by the roadmaster and county court.

ENVIRONMENTAL CONCERNS

The Federal Highway Administration has concurred that this project constitutes a non major action. Land at the bridge crossing is primarily unimproved range land, sage brush and bunch grass. No new right of way will be required, as the new structure will be built on existing alignment. No dwellings, buildings, park lands, wildlife refuges or known historic sites are within or adjacent to the structure.

MAPPING CONTROL

The existing county road meanders down the section line within an established 60' Right of Way. To fit the existing condition, we split the road 500 feet ahead and back from the center of structure. We propose this line as construction center line. The existing narrow structure (16') was aligned with the east side of the county road (20' oiled width). This created a severe taper in the area of the structure. The new structure being 28' wide, will more closely match normal roadway section if proposed construction center line is adopted. For vertical control we assumed a bench elevation of 100.00. The nearest existing bench was 4 miles away. The survey did not warrant tying to it. A quadrangle map showed an elevation on existing bridge of 2281.0

RIGHT OF WAY

No new Right of Way will be required.

PROPOSED GRADE

The county has requested that the sag be removed at the location of the existing structure. This is the only major change planned for road gradient. The county will perform all grading work.

CONSTRUCTION CONSIDERATION

County forces will remove th e existing structure and construct bridge end fills. As this work has to be performed prior to new bridge construction it will require cordination with the state, contractor, county and utilities. The telephone line will have to be moved prior to the county's work.

TIMING OF CONSTRUCTION

In the"Project Request Summary" the project is to be contingent on the harvest season. The county has hopes that the structure will be completed prior to July 15, 1976. This is approximately the beginning of harvest season. Harvest season is normally over about November 10. The lowest water condition at bridge site exist between June and December. The highest water is usually in February and March. If it appears that the project completion would carry into the harvest season, the county should be notified prior to letting for their approval. If possible the proposed letting date should be moved up to the first part of May.

DETOUR

The county will close the road during construction. The county will sign the detour. We have attached a sketch showing available detour routes in red along with proposed signing. The detour route over Sand Hollow Road is graveled as is the Air Port Road. We would suggest that our traffic section work up recommended signing for detour to aid the county.

The contractor will sign project within work area. The news media will be notified by resident engineer's office of construction and detours concerning this project.

UTILITIES

The only utility involved is a buried telephone cable attached to west (upstream side) of the structure. This will have to be moved to the outside of new roadbed and attached to new structure. The county does not wish provisions made on structure for any future utilities.

HYDRALIC INFORMATION

In regards to reservoers and diversion dams, we have included a map (Vale Irrigation Project) showing these items. There are 4 diversion dams between Little Valley gage station and proposed structure. During the irrigation season, June through November, almost all of the flow in this section of Malheur River is diverted into canals.

Agency Valley (Beulah) and Warm Springs reservoirs empty into Malheur River above proposed project. Release of storage during the months of March, April and May increase flow. During this period in 1974 the mean flow at Little Valley gage station was 490 cfs with periods up to 1600 cfs. This was due to reservoirs releasing storage.

Only minor drift concentrations were observed at existing structure above and below proposed site. No drifting was observed in the main channel at the proposed bridge site.

FLOODING FREQUENCY

The Water Resource Board was contacted concerning high water records. According to their records the greatest floods were in March of 1894 and March of 1910 prior to any storage facilities. At the Little Valley gage station, approximately 15 miles upstream from the Russell Bridge, the highest flow ever recorded was on February 24, 1957 of 12,300 cfs. The maximum flow for water year of 10,600 cfs was recorded on February 2, 1963.

The Nevada Dam gage station (Vale) approximately 6.5 miles downstream of Russell Bridge had a gage reading of 15,930 cfs on February 2, 1963. This is 3,630 cfs more than reported at Little Valley gage station on same date. This higher flow was caused from Bully Creek and Willow Creek dumping into Malheur River above Nevada Dam gage station. In February 1963 Bully Creek Dam was partially completed.

Local people remember the floods of 1957 and 1963 most prominently. One man felt that the flood of 1963 had higher water than the 1953 flood but gage station readings do not bear this out.

DESIGN

The county has requested prestressed slab spans with rail mounted on steel or wood posts. For maximum waterway we suggest closed abutment design for end bents.

FOUNDATION EXPLORATION

Two test holes were drilled by the geology section. The results will be forwarded through proper channels when completed.

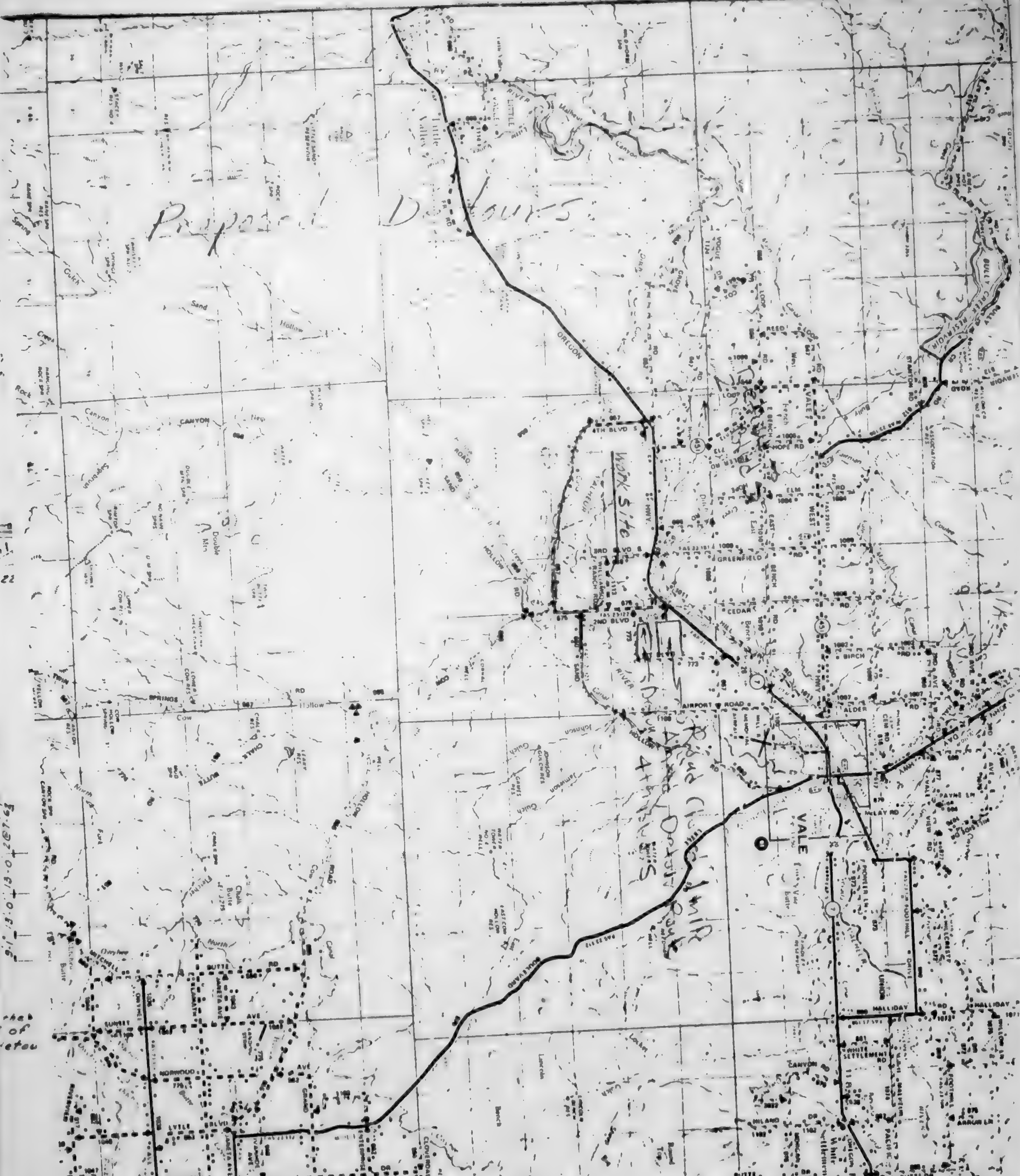
LOCAL PEOPLE

Local residents were very co-operative during location survey. They pointed out highwater marks and offered information. One resident felt that the existing structure was not long enough, causing water to back up during high flow periods. High water has never reached any dwelling but water has been over the road on the south side of structure. No plans have been made to raise the road on the south side of existing structure. It is felt that this provides a relief flow area for high water.

C. D. Hiatt
Resident Engineer

KC Allmer

By K. C. Allmer
Jr. Resident Engineer


Proposed Detours
Work site
Road Closure
Detour Route
4 hours
VALE
OREGON
Little Valley
Malheur
RIVER
Sand Hollow
CANYON
Double Mtn
GREENFIELD
CEDAR
AIRPORT ROAD
2ND BLVD
3RD BLVD
4TH BLVD
HOPE RD
ELM
BIRCH
ALDER
HALLIDAY
NORWOOD
LYTLE BLVD
IDAHO AVE
CLOVERDALE
BOULEVARD
BULLY CREEK RESERVOIR
STANTON RD
Johnson Gulch
PIONEER LN
UNION
CANYON RD
PACIFIC
SUNSET
BUTTE
RIVERSIDE

fas 23-122
Malheur Co

U. S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-23-122(1)

STATE PROJECT NO. Malheur River (Russell) Bridge Section

FROM:
C. L. Green, Division Administrator
Salem, Oregon
12-16-75

PROGRAM NO.

ITEM NO. RS-70

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED December 16, 1975

DATE AUTHORIZATION EFFECTIVE December 16, 1975

FEDERAL ROUTE NUMBER Secondary Route 23-122

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road - Approximately 5.5 miles SW of Vale

RECEIVED
COUNTY & CITY SECTION
DEC 18 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and construction of one bridge.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at an estimated cost of $13,000 - Federal funds $10,100.
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of December 16, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's December 9, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $125,000 - federal funds $97,700 in accordance with the provisions of your approved secondary road plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 12-16-75

SIGNATURE OF APPROVING OFFICIAL CR Burghardt for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 12-16-75
BY (Signature): L.W. Rulien's December 9, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

XXXXXXX
ITEM NOS. 70 THRU ______

XXXXXX
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
70	RS-23-122(1)	0.024	138,000	107,800	Malheur River (Russell) Bridge Section. Malheur County State of Oregon.	Preliminary Engineering and one structure including utility adjustments and preparatory work.

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DEC 18 1975
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-16-75	C K Burghardt /G. L. Green, Division Administrator

** * Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 9, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rd., Approx. 5.5 mi. S.W. of Vale		DHV 10 110	154	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
	P.E. & One Bridge								RS-	23-122

CARD			
4	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Malheur	CODE: 045
4	NAME OF URBAN AREA: ----	ROUTE NO.: S; FEDERAL-AID: 23-122; STATE: Co. Rd.	U.S.: ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		Co. Rd., Approximately 5.5 mi. S.W. of Vale	0.024	13,000	10,100	2,900	---
5					**ROW**							
5					**CONST** (CODE) X080		"Malheur River (Russell) Bridge Section"	0.024	125,000	97,700	13,650	13,650 (Co.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.024	138,000	107,800	16,550	13,650 (Co.

PROGRAM APPROVAL DATES

DEC 1 6 1975

FHWA OREGON DIVISION

REMARKS

RECEIVE
COUNTY & CITY SECTION
DEC 18 1975
☐ ENGR. ☐ C... ☐ ... ☐ AE ☐ ...
☐ UPE ☐ CE ☐ ... ☐ ...

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

December 9, 1975

(Within spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
5.5 mi. S.W. of Vale		DHV 10 110	154	95	10	Oregon	41	075	70

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
							RS-	23-122	(1)	

y	COUNTY NAME	Malheur	CODE	045
	ROUTE NO. S	FEDERAL-AID 23-122	STATE Co. Rd.	U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Co. Rd., Approximately 5.5 mi. S.W. of Vale	0.024	13,000	10,100	2,900	---	P.E. all phases; Construct reinf. concrete bridge (L-125') and furnish and install guardrail.
						(County to remove existing structure, maintain detour and construct roadway approaches.)
"Malheur River (Russell) Bridge Section"	0.024	125,000	97,700	13,650	13,650 (Co.)	ROW-60' normal; Access control-none; Parking restrictions-none. Utility adjustments required incl. prep. work.
PROJECT TOTALS	0.024	138,000	107,800	16,550	13,650 (Co.)	

RECEIVED
COUNTY & CITY SECTION
DEC 18 1975
☐ ENGR. ☐ UPE ☐ C... ☐ CE ☐ ... ☐ AE ☐ UL ☐ RPE ☐

REMARKS

-Over-

USCOMM DUSCOMM-DC 48908-P61

MALHEUR RIVER (RUSSELL) BRIDGE SECTION

PROJECT NO. RS-23-122(1)

Existing Facility: The existing bridge #177 is a steel truss 125-feet in length with a horizontal clearance of 14 feet. Posted for a 12 ton load limit.

Adjacent Sections: Roadway on each end of the structure is 20-foot bituminous surface with 2-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing structure and construct on existing alignment a reinforced concrete bridge having a length of approximately 125 feet with a horizontal clearance of 28 feet. Construct roadway approaches, furnish and install guardrail and adjustment of utilities. County to remove existing structure, provide and maintain detour and construct roadway approaches.

Exceptions to Minimum Standards: None

Additional Right-of-Way: None required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 20, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

13

PRO 6-2

December 9, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-23-122(1)

We are submitting program data for one project, Item No. 70, Project No. RS-23-122(1), "Malheur River (Russell) Bridge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $13,000 with federal funds of $3,750.

It is understood your approval of the program will result in an obligation of $138,000 in total cost and $107,000 in federal funds.

Encl.

CL:md

cc: W. E. Schwartz (Region 5)

Budget Bureau No. 41-R2067; Appr

U.S. DEPA
BU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. December 9, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 5.5 mi. S.W. of Vale 21 65	ADT	PRESENT DHV 10 110	FUTURE 154 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & One Bridge 28 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 28	NUMBER 23-122	SE

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Malheur				CODE 045 (14) (16)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. S	FEDERAL-AID 23-122 (32)	STATE Co. Rd. (36) (37)	U.S. ---- (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rd., Approximately 5.5 mi. S.W. of Vale	0.024	13,000	10,100	2,900	---
5					**ROW**							
5					**CONST** (CODE) X080		"Malheur River (Russell) Bridge Section"	0.024	125,000	97,700	13,650	13,650 (Co.)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.024	138,000 (16) (23)	107,800 (24) (33)	16,550	13,650 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

December 9, 1975

writer spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
5.5 mi. S.W. of Vale	ADT	DHV 10 110	154	95	10	Oregon	41	075	70

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
							RS-	23-122	(1)		

PROJECT NUMBER — T. Projects Only

COUNTY NAME	CODE	PROGRAM STAGE
Malheur	045	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	23-122	Co. Rd.	----

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
o. Rd., Approximately .5 mi. S.W. of Vale	0.024	13,000	10,100	2,900	---	P.E. all phases; Construct reinf. concrete bridge (L-125') and furnish and install guardrail.
						(County to remove existing structure, maintain detour and construct roadway approaches.)
"Malheur River (Russell) Bridge Section"	0.024	125,000	97,700	13,650	13,650 (Co.)	ROW-60' normal; Access control-none; Parking restrictions-none. Utility adjustments required incl. prep. work.
PROJECT TOTALS	0.024	138,000	107,800	16,550	13,650 (Co.)	

REMARKS

-Over-

USCOMM DUSCOMM-DC 48008-P61

MALHEUR RIVER (RUSSELL) BRIDGE SECTION

PROJECT NO. RS-23-122(1)

Existing Facility: The existing bridge #177 is a steel truss 125-feet in length with a horizontal clearance of 14 feet. Posted for a 12 ton load limit.

Adjacent Sections: Roadway on each end of the structure is 20-foot bituminous surface with 2-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing structure and construct on existing alignment a reinforced concrete bridge having a length of approximately 125 feet with a horizontal clearance of 28 feet. Construct roadway approaches, furnish and install guardrail and adjustment of utilities. County to remove existing structure, provide and maintain detour and construct roadway approaches.

Exceptions to Minimum Standards: None

Additional Right-of-Way: None required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 20, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

DIST 14

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 20, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-23-122(-)
Malheur River Bridge (Russell Section)
2nd Blvd. South
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Att | File

BEN GIFFORD

Cy Schroeder

ACTION
ENGINEER
DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
CONTROL
SCHEDULE
NOV 20 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 30, 1975

A. PROJECT IDENTIFICATION

Name of Project Malheur River Bridge (Russell) Section RS-23-122(-)
(Section)

Location of Project - 2nd Blvd. South (Highway Name) FAS-C 23-122 (Highway No., US - ORE)

(City) Malheur (County) 5 (Region)

Program FAS-C (Funding) $121,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a safe structure conforming to present FAS-C standards for public use.

Origin and History: Project is identified as the No. 1 priority in Malheur County Roadmaster and Court.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 275 feet of which 125' is structure, approaches--150 feet.

Termini

Alignment (new or existing) Existing alignment

CATEGORY
3 PROJECT

non-major

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section 2-12 foot travel lanes, 2-foot shy distance each side.

Bikeway No

Structures Russell Bridge crossing Malheur River--approximately 125 feet in length, 28 feet wide, prestressed concrete slab span.

Additional Facilities None

Access Control Access not controlled on county roads in Malheur County.

Materials Obtained from commercial sources

Borrow and Waste Disposal Necessary borrow material will be obtained from existing county sources.

Special Construction Methods None

Characteristics (ADT) 120

Other General Information (or Supplemental information to items)
Existing structure (steel truss) is incapable of supporting heavy loads. Present load limit is 12 tons. Dimensions: 125' x 16'; vertical clearance 14'.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Using existing corridor--only available alternative is "No-Build" which would result in an added inconvenience to ranchers in the areas, as the existing structure is inadequate to carry loads in excess of 12 tons.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

None to date--hearing will be offered.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies

Full cooperation with local, state and federal agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Proposed project lies about 5½ miles southwest of Vale on the Malheur River drainage system. Surrounding topography is mountainous, ranging from near 6,000 feet; while the project elevation is about 2,260 feet. Land at the bridge crossing is largely unimproved range land; attempts are being made to improve lands for cultivation. Natural vegetation is predominantly sagebrush and bunch grass. River banks at this location are moderately eroded. Erosion control at the structure will be established as required. The river does not support anadromous fish; however, some sport fish may be taken. The surrounding area supports a variety of wildlife including antelope and deer.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The immediate area (5 mile radius) is agricultural and range, with diversified crops ranging from grain, row crops and cattle ranching. It is anticipated the project will not generate additional noise or effect air esthetics except for a minor amount during construction.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   None required.

   Consequences:
   None

2. Estimated Changes in Traffic Patterns:

   No changes anticipated.

   Consequences:

   None

Preliminary Assessment of Impacts (cont.)

3. **Estimated Changes in Land Use:**

No change anticipated because of this project.

Consequences:

None.

4. Expected Adverse Effects on Natural Ecological Resources:

Minimal adverse effect during construction. Minimization of harm procedures will be established in coordination with Department of Fish and Wildlife.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effect on cultural or scenic resources.

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

No readily identifiable areas of environmental concern.

7. Potential for Controversial Issues:

None anticipated.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

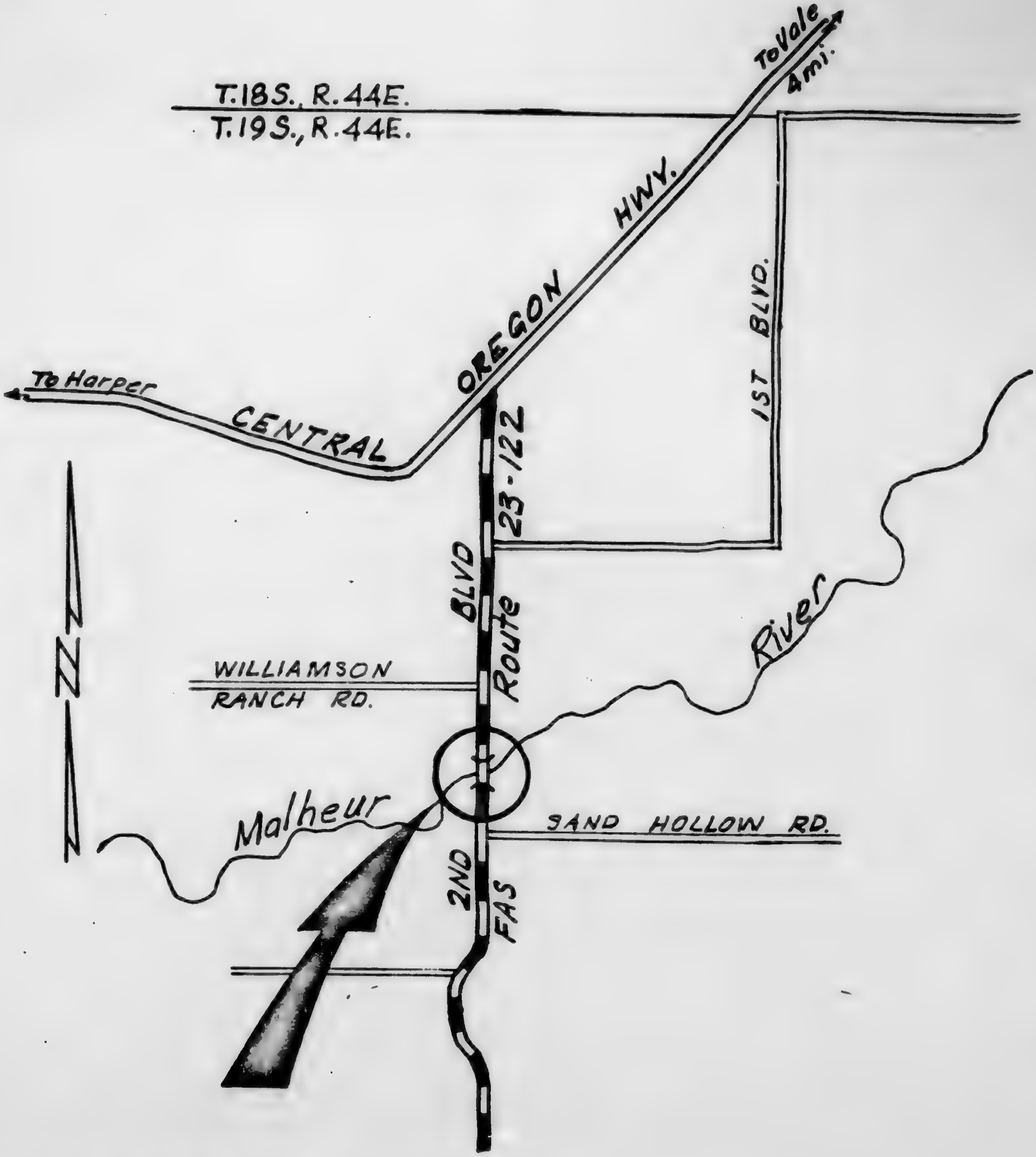
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☒ OTHER Non-Major Action



MALHEUR RIV. (RUSSELL) BR.

2 ND BLVD. FAS 23-122

Malheur County

Form E-39 (Rev. 9-71)

DIST. 14
[illegible]

Malheur Co
FAS - 23-122

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Malheur River(Russell) Bridge
Date September 26, 19 75
Highway F A S 23-122 2nd Blvd
Authorization No. 1
County Malheur Region 5
Survey Prefix 523-1974 (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge located approximately 1.5 miles from the Central Oregon Highway(intersection at MP 241.83 on the Central Oregon Hwy).

FAS-C Project

RS-23-122(1)

Purpose of survey: Make field survey and plans for the reconstruction of a 28 ft wide bridge over the Malheur River

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Estimate of cost:

Foundation Expl.	926	2,500
Hearings	980	500
Field	901	1,500
Citizen Participation	902	200
Plans	905	500
Bridge	906	6,000
Soils	910	500
Hydraulics	918	500
Proj. Mgt	920	100
Specifications	921	400
Environmental	923	300

Total estimated cost of survey	$ 13,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
R.C. Lang
Field Engineer

Recommended for Approval:
Victor E Wolfe
Location Engineer

Recommended for Approval:
Allen
Regional Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 12-16-75
FED. AID FAS-C STATE

8344

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects and One Cancellation

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

HR:dp srb

MALHEUR COUNTY
Proposed FAS-C Project

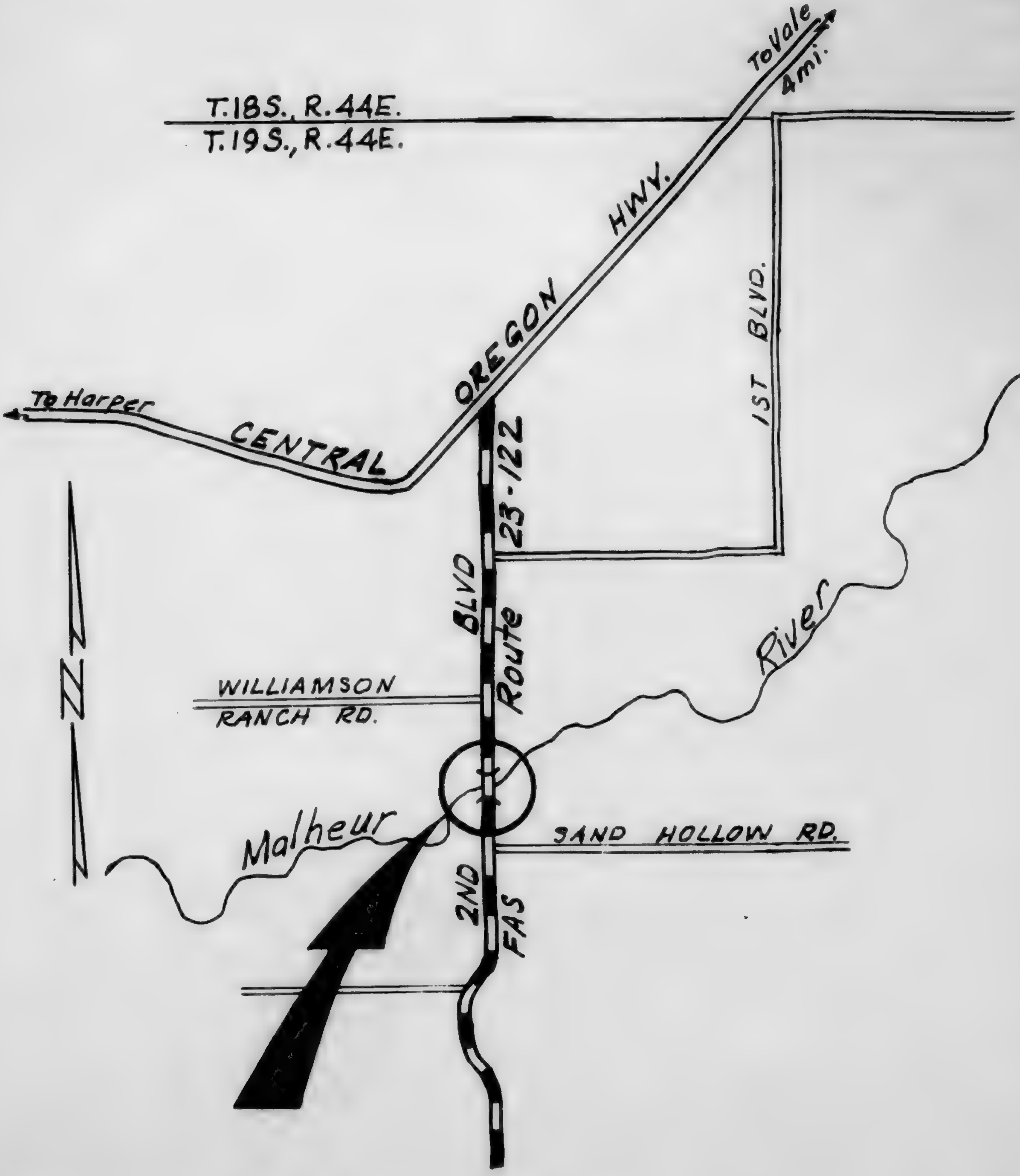
FAS 23-122
Malheur River (Russell) Bridge Section
Structure and Approaches
$125,000

Construct a reinforced concrete bridge with a 28' roadway on the existing alignment. Road can be closed during construction. No additional right-of-way required. Utilities are involved. Contractor will install the guardrail.

County will be responsible for detour and signing outside of the work area. County will remove the existing bridge. County will also construct the approaches and connections to the new bridge.

State to make field survey and plans and award the contract.

75-g
9/9/75



MALHEUR RIV. (RUSSELL) BR.

2 ND BLVD. FAS 23-122

Malheur County

ev. 6/6/75

Malheur

RECEIVED
COUNTY & CITY SECTION
AUG 12 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County MALHUER FAS No. 23-122 Date 8/21/75
County Road Name 2ND BLVD. SOUTH
Section Name MALHUER RIVER (RUSSELL BR.) SECTION
Type of Project BRIDGE & APPROACH
Location of Project (Attach sketch map) ______
× ADT 120 Design Speed ______

Is this request for county bridge design only? Yes ______ No ______
county FAS bridge design? Yes X No ______
Will County hire consultant for this project? Yes ______ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 0-9 EQUIVILANT
(AC, Pug Cold Mix, [✓ Penetration Mat])
Total Travel Width 20

2. Shoulders: Type ROCK
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 2 Total Top Width 24

3. Grading and Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface and Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired ______
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ______

ROAD WORK will be limited to that NECESSARY Remove sag from profile at bridge site AND to establish taper section to bridge.

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No X
If answer is No, which of the following applies?
Contrary to public safety_______ Cost excessive to need or use X
Sparse population______________ Area exempt from bike law__________
What is desired width of trail or walkway____________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No______

12. Will replacement be by: County____________________ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No X

14. Will County adjust structure to additional width? Yes______ No X

15. Will adjusted width be standard? Yes X No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______ N/A

17. Does County wish sight posts installed? Yes______ No X

18. Does County wish State to permanently stripe project? Yes______ No X

19. Will County do striping? Yes______ No X

20. Does County wish guardrail installed? BRIDGE Conn. Yes X No______
By County________________ Contractor X
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No X
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

SEE Bridge Section

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes____ No X

27. Will County sign project outside work area during construction? Yes____ No X

28. Will Contractor sign project outside work area during construction? Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain HARVEST SEASON

Remarks re Section I: Alternate Routes available.

II. BRIDGE PROJECT DATA

1. Name of river or stream MALHUER RIVER.

2. Name of bridge RUSSELL

3a. Dimensions of existing bridge. Length 120± Roadway Width 16 Type TIMBER DECK
b. Dimensions of existing approaches. Type 0-9 Width 20 Shoulders 4

4. Type of design and material used in existing bridge. STEEL, OVERHEAD TRUSS

5. Location (please attach map with location marked):____
Section 15&14 Township____ Range 44 E W.M.

✓ 6. Desired width of proposed bridge 28 Approx. length 125
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired?
Upstream ________ Downstream ________ Width ________ Yes ____ No X

8. Does County wish a particular type of bridge design? Yes x No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Conc. slab span, hand rail mounted to steel or wood post.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
Explain ________

10. Foundation Testing: By County? Yes ____ No X
By State? Yes X No ____

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes ____ No X

13. Must a new detour be constructed? Yes ____ No X

14. Will detour be constructed & maintained by County: Yes ____ No X

15. Will detour be constructed & maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction? Yes X No ____

17. Will Contractor sign project outside work area during construction? Yes ____ No X

18. Approaches or Connections: By County? Yes X No ____
By Contractor? Yes ____ No ____
Traveled surface: Type ________ Width ________
Shoulder surface: Type ________ Width ________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No ____

N.W. quadrant distance from structure 60'±
N.E. quadrant distance from structure 75'±
S.W. quadrant distance from structure 175±
S.E. quadrant distance from structure — NONE

20. Guardrail: Desired on approaches or connections: Yes X No ____
By County ____ Contractor X
Right side only? Yes X No ____
Both sides? AS REQUIRED Yes X No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes X No ____
Removed by Contractor? Yes ____ No X
Salvaged by Contractor for County? Yes ~~X~~ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes X No ____
By Contractor? Yes ____ No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No X Size ____
Company ____
b. Sanitary sewer mains: Yes ____ No X Size ____
Company ____
c. Storm sewer: Yes ____ No X Size ____
Company ____
d. Gas mains: Yes ____ No X Size ____
Company ____
e. Power lines: Yes ____ No X Size ____
Company ____
f. Telephone lines: Yes X No ~~X~~ Size ____
Company ____
g. Other Utilities: NO I.D. BUT BELIEVE TELEPHONE CABLE IS ATTACHED TO STRUCTURE

24. Does County wish provisions made for future utility attachment to structure? Yes ~~X~~ No X

25. Does County wish lightpost bases and conduit installed? Yes ____ No X

26. Does County wish complete job of illumination in project? Yes ____ No X

27. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: HARVEST SEASON NORMALLY ENDS About Nov. 10th –

Remarks re Section II: Existing structure is presently Restricted to 12 TONS. Restricted load, vertical clearance and horizontal clearance does not allow economical movement of FARM equipment.

The Court feels 28' width to be adequate in view of ADT AND Existing R/W width

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No______
   By Consultant? Yes______ No__X__
   By County? Yes______ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes______ No______

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No______
   By Consultant? Yes______ No__X__
   By County? Yes______ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes______ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes______ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:______________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 50 Minimum ______

2. Is any additional right of way needed? (If answer is Yes, a hearing must be offered.) Yes ______ No X

3. Will County acquire right of way and have State review negotiations? Yes ______ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes ______ No X

5. Should State prepare options? Yes ______ No X

6. Should material source site be included in right-of-way descriptions? Yes ______ No X

7. Is there any merchantable timber on right of way? Yes ______ No X

8. Will timber be reserved for owner? Yes ______ No ______ N/A
   If removed by County or individual, must be done prior advertisment for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ______ No ______ N/A

10. Is a hearing necessary? Yes ______ No X
    (NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ~~X~~ No X
    If yes, give type and name of utility company: ~~Mountain~~

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ______
    If yes, give type and name of utility company: Mountain BEll

13. Are utilities on existing right of way by permit X or by franchise ______
    (NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ______ No X
    If yes, give name of irrigation company or district ______
    and dates between which water can be turned off: From ______ To ______

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline N/A Siding______ Total______

18. Sight Distance: N/A (Left) ______ (Right)

19. Number of Trains: Passenger N/A Speed______
Freight______ Speed______

20. Angle of Intersection: N/A

21. Type of Existing Crossing: Grade N/A Overcrossing____ Undercrossing____

22. Existing Protection: N/A
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks______ Automatic bell______ Gates______

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.? Yes N/A No______

25. Will railroad crossing be altered: Yes N/A No______
If yes, specify:______

26. Traffic Control Signing:
To be part of project? Yes______ No X
By County? Yes______ No X
By State at County expense? Yes______ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No X
By County? Yes______ No X
By State at County expense? Yes______ No X

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No N/A

29. Will P.U.C. application be made by State______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No X

Remarks re Section IV:______

V. MATERIAL SOURCES DATA N/A.

1. Gravel______ Quarry______ Cinders______
2. Owner: County______ State______ Private______ Other______
3. Location:______ Section______ Township______ Range______ W.M.
4. If County lease, what are royalty payments?______
5. Materials furnished by County: Borrow______ Select Topping______
   Base Course______ Level Course______ Mineral Aggregates______
   Location______
   Miscellaneous Items______

Remarks re Section V:______

VI. FINANCIAL DATA

1. Estimated Cost: $ 121,000
2. Available FAS Funds $ 77,000
3. Does County wish advancement of future Federal funds? Yes X No______
   Amount 44,000 [illegible] doing —
4. Date match money is available November '75
5. Will there be any 100% County money? Yes______ No X
6. Maximum amount of 100% County money available: $______
7. Date County request letting: November

Remarks re Section VI:______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement County Judge
   Office
2. Environmental County Judge
   Office
3. Public Hearing County Judge
   Office

Remarks re Section VII: ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Roy H
County Judge or Comm. Chairman

By W C Hammack
County Commissioner

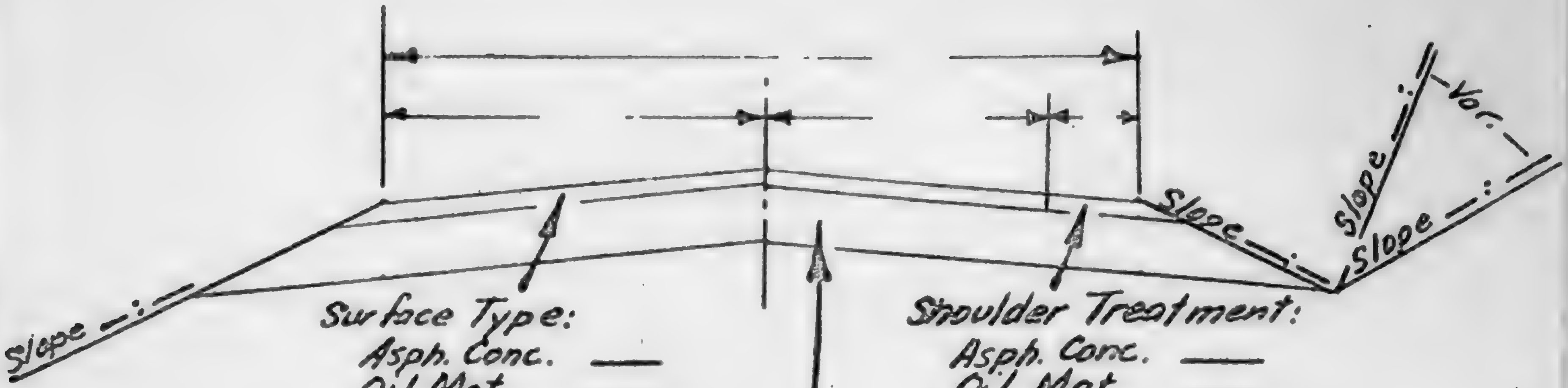
By Sam C.
County Commissioner

By ______
County Engineer of Roadmaster

County ______

Date ______

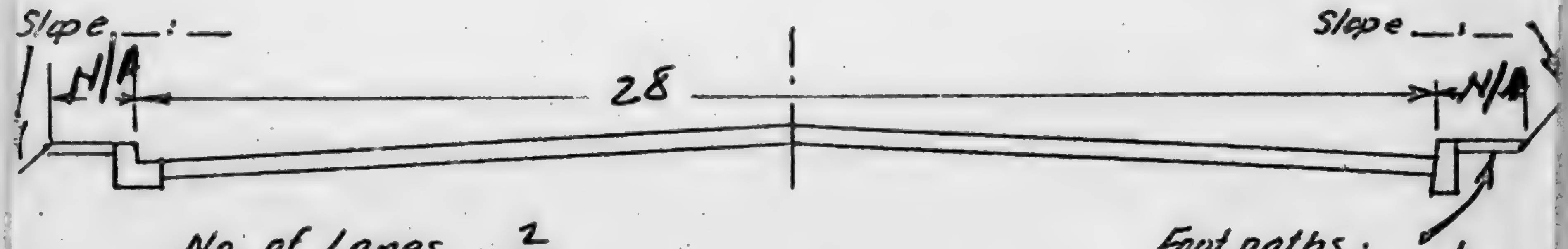
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes 2
Lane Width 12
Shoulder Width 2 or Shy Dist. from Curb 2
Median Width N/A
Total Width between Curbs 28'

Foot paths:
Asph. Conc. N/A
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

fas 23-122
Malheur Co

SALEM, OREGON
August 1, 1975

Robert H. Prange
Rural Engineer

Proposed FAS-C Bridge Project
FAS 23-122
Malheur County

Roger Lang
Region 5 Federal Aid Engineer

Please contact Judge Roy Hirai of Malheur County relative to making out an FAS-C project application for a bridge on FAS Route 23-122 south west of Vale.

For your information the cancellation of the Owyhee River (Kern Basin) Bridge will be approved at the August Transportation Commission Meeting. Malheur County will have approximately $77,000 in total FAS funds to apply toward the proposed project.

RHP:geh

cc: Roy Hirai, Malheur County Judge
Bill Penhollow, Executive Assistant, AOC

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

FAS 23-122 now 124
Malheur Co

ASSOCIATION OF
OREGON COUNTIES

PRESIDENT • MEL GORDON · MULTNOMAH
FIRST VICE-PRES. • LOUIS OLSON · JEFFERSON
SECOND VICE-PRES. • M. R. MOFFITT · COOS
TREASURER • HIRAM C. JOHNSON · CLATSOP

LOCAL GOVERNMENT CENTER • 1201 COURT STREET, N. E. • P. O. BOX 2051, SALEM, OREGON 97308 • (503) 585-8351

P. JERRY ORRICK
EXECUTIVE DIRECTOR

July 23, 1975

Donald N. Harwell
County and City Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Don:

I am forwarding the enclosed letter from Judge Roy Hirai of Malheur County to you for consideration of his request for a FAS-C bridge replacement project on the county's FAS 23.122 route.

It is my understanding that his county will need to cancel the proposed Kern Basin Bridge Project before making application for the new project. I have discussed this with Judge Hirai and he understands the situation, but he is under the impression the county has cancelled. In either event, he will be anticipating a contact from the region engineer in LaGrande concerning the proposed project.

Sincerely,

Bill Penhollow
Executive Assistant

Enclosure

lg

cc: Judge Roy Hirai

7-28-75
Bob - copies should go to
Long (Reg 5)
Dork.

Don/

RECEIVED
COUNTY & CITY SECTION
JUL 24 1975
☒ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

DIRECTORS: CHARLES D. BAILEY—TILLAMOOK • GEORGE CALVERT—JOSEPHINE • NANCY HAYWARD—LANE • L. E. KASEBERG—SHERMAN • EARLE C. MISENER—UNION • ROBERT SCHUMACHER—CLACKAMAS • BRYANT WILLIAMS—KLAMATH • WARREN BARNES—OSSA • HAROLD DOMOGALLA—OSACA • EVELYN MOIR—OACT • DON PENFOLD—OACC • CHARLES L. PLUMMER—OACES

JUL 21 1975

The County of Malheur

VALE, OREGON

July 18, 1975

Association of Oregon Counties
P. O. Box 2051
Salem, Oregon 97308

Re: Replacement of bridge on County Road #675 - FAS 23.122

Dear Sir:

The Malheur County Court hereby requests a replacement bridge on FAS 23.122 - County Road #675, for the present one way steel bridge.

We would like to have a priority on this bridge so that erection of the bridge could be started by November or December of this year.

Thanking you for your consideration of this request.

Sincerely,

MALHEUR COUNTY COURT

Roy Hirai

Roy Hirai
Malheur County Judge

RECEIVED
COUNTY & CITY SECTION
JUL 24 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

7/23 · $122,000 deficit with $5,000 engineering cost on Kern Basin Bridge ([illegible] [illegible] in [illegible])
(average annual $100,000)
Cancel = Kern Basin Bridge - $55,000 + 5,000 eng. = $60,000
(Owyhee Bridge) [illegible] engineering [illegible] $5,000
Reason Engineering [illegible]

8350 Lancaster Dr. @ State St. 1976
east of Salem
(Traffic signal modif.)

C & A 5585 3-2-76

835

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-7-79	CC 1975		

BILL TO: Code:

Marion County
Courthouse
Salem, Oregon 97301
Attn: Mr. John Anderson, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement: Urban System Project M-1615(1) Lancaster Drive at State Street Marion County Covered by Agreement Dated 3-2-76 Contract No. 8350			
Total Cost			$35,883.94
Less Federal Funds Collected			30,750.11
Less State Share			2,564.33
County Share			2,569.50
County Advance Deposit			4,365.00
Refund Due County			$ 1,795.50

(Attach Itemized Statement to Invoice)

Advance Deposit Amount .... $ 4,365.00
Advance Deposit Previously Transferred to Highway Fund .... $ 3,265.00
Balance .... $ 1,100.00
Transfer to Highway Fund .... $
Refund Due .... $ 1,100.00
Partial or final request for billing: Final
Number of the previous request in connection with this service: CC 1693

Amount Due . . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
Gerald W. Wimer

SP*35736-734

This space for Use of Accounting Division

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Marion County Courthouse
Salem, Oregon 97301
Attn: Mr. John Anderson,
Director of Public Works

Date February 7, 1979
Invoice No.
P. O. No.

Additional funds to be refunded to Marion County for Urban System Project M-1615(1) Lancaster Drive at State Street.

$695.50

ref. CC-1975

Gerald W. Wimer

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** Feb. 7, 1979

County Marion **Contract No.** 8350 **Date Completed** 1-13-77

Project # M-1615(1) **Section** Lancaster Dr. at State St.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 1,115.06
Total Contract Payments		31,213.75
SFO#2 Remove & Replace Signs		438.35
Construction Engineering		3,389.66
SFO#1 Signal Controller Testing		1,071.95
Interest Paid to Contractor		5.17
Liquidated Damages		(1,350.00)
TOTAL PROJECT COST		$35,883.94
Non-participating Costs:		
Construction Engineering	$52.98	
Interest Paid to Contractor	5.17	
Liquidated Damages	(13.50)	$ 44.65
TOTAL PARTICIPATING COST		$35,839.29
Federal Funds Collected:		
Preliminary Engineering	$ 956.72	
Construction	29,793.39	$30,750.11
BALANCE		$ 5,089.18

State Share:
50% of $ 39.48 = $ 19.74
50% of $5,089.18 = $2,544.59
$2,564.33

City Share:
$ 44.65 - $ 19.74 = $ 24.91
$5,089.18 - $2,544.59 = $2,544.59
$2,569.50

Reference: Billing Form CC 1975

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STA VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 12-19-75
TO 10-11-77

FEDERAL AID PROJECT NO.
M-1615(1) MARION CO.

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$35,883.94	$35,839.29	85.8%	$30,750.11	$30,750.11	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

V.E. Skoog
Controller

REMARKS Oregon

9/11/78

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

ST... EMENT OF COSTS INCURRED UNDER PROJECT ...REEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Lancaster Dr. @ State Street Marion County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,115.06	
	Construction					
	Type Code Y031					
	Traffic Signal (Lancaster @ State)					
	Final Contract Payment Summary	Lump Sum			31,213.75	
SFO	#2 Remove & Replace Signs	All Required			438.35	
	Total Participating Construction				$31,652.10	
	Construction Engineering					
	State	All Required			3,336.68	
SFO	#1 Signal Controller Testing	All Required			1,071.95	
	Total Participating C.E.				$ 4,408.63	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			$(1,336.50)	
	Total Participating Cost				$35,839.29	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			5.17	
	Construction Engineering	All Required			52.98	
	Liquidated Damages	Lump Sum			(13.50)	
	Total Nonparticipating Cost				$ 44.65	
	TOTAL COST				$35,883.94	
	Prepared Based on Participating Costs as shown on Federal Billing as of 9/21/78					
	AMOUNT CARRIED FORWARD					

```
                                                                                  DECEMBER 1978           PR
B COST SUMMARY
                                                                                        FISCAL            GR
JOB OR DEPARTMENT          PREFIX          FUNCTION    GR   CURRENT MONTH         YEAR TO DATE
                      324     1984         920       00 P 1
                      324     1984         921       00 P 1
                      324     1984         924       00 P 1
                                           TOT          P1
                                           TOT          N1
                                       ** JOB TOTALS **                      **                   **

ANCASTER SALEM     CONT NO             FA PROJ NOS M    615001 100
                      324     1994         296       00 N 9 Trans.
                      324     1994         297       00 N 9
                      324     1994         298       00 N 9
                      324     1994         901       00 P 1
                      324     1994         905       00 P 1
                      324     1994         911       00 P 1
                      324     1994         914       00 P 1
                      324     1994         920       00 P 1
                      324     1994         921       00 P 1
                                           TOT          P1
                                       ** JOB TOTALS **                      **                   **

ORDON RT FAUS147 CONT NO             FA PROJ NOS M    720001 100        10.81CR              58.04
                      324     1996         296       00 N 9
                      324     1996         297       00 N 9
                      324     1996         298       00
                      324     1996         298       00 N 9            10.81                58.04CR
                      324     1996         901       00 P 1           437.92               450.52
                      324     1996         901       00 N 1
                      324     1996         902       00 P 1
                      324     1996         910       00 P 1
                      324     1996         913       00 P 1
                      324     1996         913       00 N 1
                      324     1996         914       00 P 1
                      324     1996         918       00 P 1
                      324     1996         923       00 P 1         1,916.77             1,916.77
                      324     1996         924       00 P 1
                      324     1996         950       00 P 1
                      324     1996         980       00 P 1
                                           TOT       00
                                           TOT       P1             2,354.69             2,367.29
                                           TOT       N1
                                           TOT       N9
                                       ** JOB TOTALS **             2,354.69   **        2,367.29   **

AIN ST MT ANGEL CONT NO            * FA PROJ NOS OS   401001 100
                      324     1999         295       00 N 9
                      324     1999         296       00 N 9                                   .29
```

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                                 DECEMBER 1978            PAGE  653
                                        FISCAL            GRAND TOTAL
   GR  CURRENT MONTH              YEAR TO DATE              TO DATE
                                                              27.93
  P 1                                                        481.74
  P 1                                                         20.08
  P 1                                                      7,414.18
                                                              69.95
                                                  **       7,484.13   **
                          **
LS **

                                                             00      STATE
                                                       4,221.72CR
    615001 100                                         3,265.00
0 N 9 Trans. St                                          956.72
00 N 9  "     Co                                           1.08
0 N 9  "     Fed                                          37.82
0 P 1 Res. Engr.                                         520.72
0 P 1 Fin Des                                               .72
00 P 1 Sign.                                              49.20
00 P 1 Uti                                               505.52
0 P 1 Prog. & PC.                                      1,115.06
0 P 1 Specs                                 **         1,115.06   **
01                         **
TALS **

                                                             00      STATE
M    720001 100                                       41,074.46CR
                   10.81CR             58.04           3,255.00
00 N 9                                                 1,601.08
00 N 9                                                36,218.38
00                 10.81               58.04CR        36,279.32
00 N 9            437.92              450.52           1,556.42
00 P 1                                                   165.07
0 N 1                                                  1,780.29
00 P 1                                                 2,350.78
00 P 1                                                    86.06
00 P 1                                                   543.50
00 N 1                                                    31.70
00 P 1                                                 2,283.61
00 P 1          1,916.77            1,916.77              20.08
00 P 1                                                 2,651.76
00 F 1                                                   327.20
00 P 1                                                 1,601.08
C0 P 1                                                46,433.31
00              2,354.69            2,367.29           1,642.48
P1                                                     1,601.08CR
N1                                  2,367.29   **     48,075.79   **
N9
TOTALS **       2,354.69   **

                                                             00      STATE
S 09   401001 100                                      1,700.00
 00 N 9                                  .79           9,102.21CR
 00 N 9
```

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                                                                       DECEMBER 1978          PAGE
                                                                          FISCAL              GRAND
  DEPARTMENT          [illegible]       FUNCTION    GP  CURRENT MONTH     YEAR TO DATE          TO D
                                                                                                 1
                       1011       915       00 P 1                                            32.9
                                  TOT       P1                                                   1
                                  TOT       N1
                                ** JOB TOTALS **                  **                   **     32.9

STATE ST          CONT NO 8350 * FA PROJ NOS M    615001 100                                  31.2
                324     1012      201       00 P 1  CONT✓
                324     1012      203       00 P 1  LID DAM✓             13.50                 1.3
                324     1012      203       00 N 1   " ✓ "               13.50CR
                324     1012      206       00 N 1  INT.✓                                         4
                324     1012      270       02 P 1  SFO#2✓
                324     1012      296       00 N 9  TRAN ST.             11.58CR              29.
                324     1012      298       00 N 9   "  FED              11.58                29.
                324     1012      900       00 P 1  ENGR✓                                      3.3
                324     1012      900       00 N 1   " ✓
                324     1012      900       01 P 1  SFO#1✓                                     1.0
                                  TOT       P1                           13.50                34.7
                                  TOT       N1                           13.50CR
                                ** JOB TOTALS **                  **                   **     34.

[illegible] IT WOODB CONT NO 8389 * FA PROJ NOS M    591001 100                               23.4
                324     1015      201       00 P 1
                324     1015      203       00 P 1
                324     1015      203       00 N 1
                324     1015      206       00 N 1
                324     1015      295       00 N 9                    2.280.00                 4.5
                324     1015      296       00 N 9                    2.280.00CR              25.3
                324     1015      298       00 N 9                                            20.8
                324     1015      900       00 P 1                                             3.
                324     1015      900       00 N 1                                             1.
                                  TOT       P1                                                26.
                                  TOT       N1                                                 1.
                                ** JOB TOTALS **                  **                   **     28.

ET MT ANGEL     CONT NO 8565 * FA PROJ NOS OS   401001 100                                    76.
                324     1022      201       00 P 1
                324     1022      204       00 N 1
                324     1022      270       02 P 1
                324     1022      296       00 N 9                   14.481.42CR              83.
                324     1022      298       00 N 9                   14.481.42                71.
                324     1022      299       00 N 9                                            12.
                324     1022      900       00 P 1                                            14.
                324     1022      900       00 N 1
                324     1022      915       00 P 1
```

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                    DECEMBER 1978            PAGE  184

                           FISCAL              GRAND TOTAL      ACTIVE YRS
 CURRENT MONTH          YEAR TO DATE             TO DATE          BEG    END
                                                  194.07           76
                                               32.834.14
                                                  105.88
*            **                     **         32.940.02    **

5001 100                                              00       STATE
CONT✓                                          31.213.75✓        76     77
LIQ. DAM✓                  13.50                1.336.50CR✓      77     78
 " ✓ "                     13.50CR                 13.50CR✓      78     78
INT✓                                                5.17✓        --     77
SFO#2✓                                            438.35✓        --     77
TRAN ST.                   11.58CR             29.793.39CR       76     78
 "   FED                   11.58               29.793.39         76     78
ENGR✓                                           3.336.68✓        76     77
 " ✓                                               52.98✓        76     77
SFO#1✓                                          1.071.95✓        --
                           13.50               34.724.23
                           13.50CR                 44.65
*            **                     **         34.768.88    **

1001 100                                              00       STATE
                                               23.414.74         76     78
                                                  277.20CR       77     78
                                                  142.80CR       78     78
                                                   17.19         --     --
                         2.280.00               4.540.00         77     78
                         2.280.00CR            25.377.44CR       76     78
                                               20.837.44         76     --
                                                3.512.21         76     78
                                                1.799.81         76     --
                                               26.649.75
                                                1.674.20
*            **                     **         28.323.95    **

1001 100                                              00       STATE
                                               76.942.11         --     78
                                                    6.57         78     78
                                                  124.93         --     --
                        14.481.42CR            83.423.42CR       --     --
                        14.481.42              21.423.42         --     78
                                               12.000.00         --     --
                                               14.213.94         --     --
                                               [illegible]       --     78
                                                   13.91         --     --
```

8350

STATE COPY 8350

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FAUS

cc: OSHD (H S Coulter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 10-6-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. M-1615(1)
COMPLETION DATE 1-13-77	ACCEPTANCE DATE BY CONTRACT AGENCY 4-7-77	TIME ELAPSED 114 %	CONTRACT TIME 200 cal. days
APPROVED EXTENSIONS --	LOCATION Lancaster Dr. at State St. Salem		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANCASTER DRIVE AT STATE STREET
Traffic Signal Modification

The project is located on Lancaster Drive at State Street of FUAS 1615 east in Salem, Oregon. The work consisted of replacing the existing three phase traffic signal with a multi-phase signal.

The project was completed on January 13, 1977, using 227 calendar days. The project was set up for 200 days thus liquidated damages in the amount of 27 days for $1350 has been assessed.

The final contract amount was $30,413 which is a 4.3% underrun.

10 26-77
Copies to:
John Shildrake
Warren Mueller
Robert [illegible]
[illegible]
W J. Hart
Traffic Section
D F Swan
[illegible]

COPY SENT
OCT 11 1977
Washington

TAA
File: LG PM FA OP

PROJECT MANAGEMENT
OCT 27 1977
PME ☐ LGE ☑
CCE ☑ FAE ☐
OM ☐ OPE ☐

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-7-77	TITLE District Engineer	DATE 10-11-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8350-24

FORM APPROVED RCS HNG-30-92

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

To be completed by Washington Headquarters Personnel

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	
Oregon	Marion	M-1615(1)	URBAN X RURAL

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A	CONSTRUCTION TYPE CODES		Y031		DATE STARTED May 18, 1976
20	FINAL CONSTRUCTION COST		31,803		DATE COMPLETED January 13, 1977
21	LENGTH OF PROJECT	MILE	0		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor. See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 552	GROSS EARNINGS 11,609

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		16,764	
9	PETROLEUM PRODUCTS	GAL	917	
1	CEMENT			
2 92	AGGREGATES PURCHASED			
3	BITUMINOUS MATERIAL			
4	LUMBER			
5	TIMBER PILING	LIN FT		
7	REINFORCING STEEL		545	
8	STRUCTURAL STEEL		6510	
10	EXPLOSIVES			
11	READY MIXED CONCRETE		87	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	2	
15 95	AGGREGATES PRODUCED	TON CU. YD.		
16	MISCELLANEOUS STEEL	LB		
17	FENCING	LIN FT		
18	GUARDRAIL	LIN FT		
19	BRIDGE RAIL	LIN FT		
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

8350

STATE COPY 8

orm Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-58		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-8-77	Project Number M-1615(1)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 21, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 37,379	$ 37,379
Federal funds	$ 29,226	$ 32,071
Other revisions		

This modification is made for the following reasons:
Increase federal aid pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon June 1, 1977

Federal-Aid Project
No. M-1615(1) Safety

Lancaster Dr. at State St.
FAUS 1615
Marion County

Revised Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signal (Lancaster at State St.)

Temporary Protection and Direction of Traffic	All Required		400.00
Temporary Signs	110 sq. ft.	4.50	495.00
Flagmen	40 hours	16.00	640.00
Miscellaneous Street Work	All Required		750.00
Traffic Signal Installation, Complete	All Required		29,478.00
			$31,763.00

Anticipated Items

Remove and Reinstall Existing Signs (E.W.)	All Required	$ 400.00
	Subtotal	$32,163.00
	Engineering	2,466.00
	Engineering (Signal Controller Testing)	750.00
	Total	$35,379.00

Length of Project. . . . . . . 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,716.00	$ 142.00	$ 142.00
Signal	35,379.00	30,355.00	2,512.00	2,512.00
Total	$37,379.00	$32,071.00	$2,654.00	$2,654.00

Group 1	100%
Contract No.	8350
Prefix No.	324-1012
Prefix No.	324-1994

Pro Rata 85.8%

8350.   15

Form Approved: O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-209

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

2 76

State: Oregon
County: Marion
Project No.: M-1615(1) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.1 mi. E. of Salem ECL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-19-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.0
OTHER *(Specify)*		

FUNDS — Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 37,379	$ 29,226

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator: MAY 21 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-County agreement approved by the Oregon Transportation Commission on March 2, 1976.

Oregon State Highway Division
Salem, Oregon, May 19, 1976

Federal-Aid Project
No. M-1615(1) Safety

Lancaster Dr. at State St.
FAUS 1615
Marion County

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,000.00
Type Code Y031 Traffic Signal (Lancaster at State St.)			
Temporary Protection and Direction of Traffic	All Required		400.00
Temporary Signs	110 sq.ft.	4.50	495.00
Flagmen	40 hours	16.00	640.00
Miscellaneous Street Work	All Required		750.00
Traffic Signal Installation, Complete	All Required		29,478.00
			$31,763.00
Anticipated Items			
Remove and Reinstall Existing Signs (E.W.)	All Required		$ 400.00
	Subtotal		$32,163.00
	Engineering		2,466.00
	Engineering (Signal Controller Testing)		750.00
	Total		$35,379.00

Length of Project . . . . . . 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,564.00	$ 218.00	$ 218.00
Signal	35,379.00	27,662.00	3,858.50	3,858.50
Total	$37,379.00	$29,226.00	$4,076.50	$4,076.50

Group 1 100%
Contract No. 8350
Prefix No. 324-1012
Prefix No. 324-1994

8350

April 8, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8350 awarded to Hansen Electric Company for work on the Lancaster Dr. at State St. Section of FAUS 1615 in Marion County was completed on January 13, 1977, and accepted by the State Highway Engineer on April 7, 1977.

Final payment in the amount of $500.00 will be released to the contractor after April 13, 1977. The total contract amount is $29,863.75 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen Electric Company
P. O. Box 1228
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*87808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Marion County
Courthouse
Salem, Oregon 97301

Attention of Mr. Edwin P. Morgan
County Clerk

Request No. (assigned by staff engineer or head of section) cc-1693

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $4,365.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction on Lancaster Dr. at State St. (FAU 1615 and 1620). Covered by agreement dated 3/2/76		3,265.00
		To be Retained		$1,100.00
		Acct. Ref. MARIONC 001321 ACT		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $4,365.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1994-297

Submitted by: F Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

faus

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 4, 1977
Salem, Oregon

FILE: 324-1012

ORIGINAL SIGNED BY
G. W. WIMER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: Warren Mueller
RESIDENT ENGINEER

SUBJECT: Aluminum Pole
State & Lancaster Signal
Marion County FAUS 1615
Contract 8350

The matter of one of the poles leaning was discussed at the recent final inspection. You indicated it was too late to correct.

It is true the correction should have been made sooner, just as you would have our other Resident Engineers make corrections of any unsatisfactory work you might find on other signal projects. With this all in mind, it is appropriate that another effort be made to straighten this pole so this angle doesn't become our accepted standard. If the pole cannot be straightened by simply torquing the leveling nuts, then we will accept the pole as is after the effort has been made.

Please advise District Engineer Rick Kuehn when this correction has been made or if it is unsuccessful, the effort made, and correction was not possible. He will hold the final inspection until this has been done.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB - 8 197
COUNTY
CITY
[✓ UNIT]

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GWW/lea/dea
cc: C. T. Keasey
Don Harwell
Rick Kuehn
Paul Riedl

FAUS

REGION FINAL INSPECTION REPORT

Project Name LANCASTER DRIVE @ STATE STREET Contract No. 8350

Highway FAUS 1615 Prefix No. 324-1012

County MARION F.A. No. M 1615(1)

Final inspection made on January 27, 1977 by Richard Kuehn

in company with Paul Reidl, Warren Mueller and Bob Jurica

CHECK LIST

Date JANUARY 27, 1977

N. A. Construction signs removed

N. A. Orange/White construction speed zone signing removed

1/13/77 Contractor removed equipment from project

1/25/77 Roadside cleanup completed

1/4/77 Opened to traffic

w/semi-final Region Materials Certification will be submitted abou

No Were any apparent substantially non-conforming materials incorporated?

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project except that the strain pole in the northeast corner was out of plumb. This has now been corrected as of February 17.

Info Investigate R/D Action File Letter See me	FOR	ROUTE TO	MAR 1 77	PROJECT MANAGEMENT

All contract work on this project has been completed and recommendation is made for acceptance on January 13. The semi-final estimate will be submitted about FEBRUARY 4, 1977.

cc: Const. Engineer - C.T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D.H. Moehring
Co.-City Eng. - Don Harwell ✓
Reg. Engineer - JOHN W. SHELDRAKE
Res. Engineer - WARREN E. MUELLER
Dist. Engineer - RICK KUEHN
FHWA Area Engr. - Paul Riedl
MARION COUNTY ENGR BOB JURICA

Copies sent to all named

NOTED

MANOR C. HOLMES
Reg. Const. Engr.

8350 15

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: LANCASTER DRIVE @ STATE ST.
WEEK ENDING: JANUARY 15, 1977
SECTION PREFIX: 324-1012
HIGHWAY: FAUS 1615
COUNTY: MARION
NAME OF JOB: LANCASTER DRIVE @ STATE STREET
KIND OF WORK: TRAFFIC SIGNAL MODIFICATION
CONTRACTOR: HANSEN ELECTRIC CO.
CONTRACT NUMBER: 8350
FEDERAL AID PROJECT NUMBER: M-1615(1)
DATE OF CONTRACT: MAY 17, 1976
DATE WORK STARTED: OCTOBER 18, 1976
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 2 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 200
CALENDAR DAYS USED: 227
SPECIFIED COMPLETION DATE: DECEMBER 17, 1976
PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $37,685.39
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $34,394.09
ENGINEERING AUTHORIZATION: $3,291.30
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,394.09
ENGINEERING COST TO DATE: $2,950.00
DATE PROJECT WAS COMPLETED: JANUARY 13, 1977
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%
PERCENT OF AUTHORIZATION: 90 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 flatbed truck with ladder boom, 1 combination cherrypicker and hole auger truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	clear			
MONDAY 10	cloudy			
TUESDAY 11	showers			
WEDNESDAY 12	cloudy			
THURSDAY 13	cloudy			
FRIDAY 14	fog			
SATURDAY 15				

Keasey K
[illegible]
Jackmond
Hammond
Johnsen
[illegible]
RECEIVED
JAN 17 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	no activity
TUESDAY	no activity
WEDNESDAY	no activity
THURSDAY	Removed old signal poles and hauled them away.
FRIDAY	
SATURDAY	

REMARKS

Project completed except for some minor cleanup work.

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FAUS

bc: w/att: Phil Stearns- Upon receipt of County's check, notify Carl Nelson at 378-6563, attach copy of Notification of Advance Deposit No. AD193 and submit to Finance Branch

April 30, 1976

Mr. John Anderson
Director of Public Works
Courthouse
Salem, OR 97301

Dear Mr. Anderson:

The Highway Division opened bids yesterday for the Traffic signal project on Lancaster Drive at State Street Urban System project M-1615(1). Four bids were received and the low bid was submitted by Hansen Electric Company of Coos Bay.

The anticipated cost based on their bid is as follows:

Contractor's bid	$31,763.00
Anticipated Additional Items	1,150.00
	$32,913.00
Contingencies (4½%)	1,481.09
Engineering (10%)	3,291.30
	$37,685.39
Estimated Preliminary Engineering	2,000.00
Estimated Total Cost	$39,685.39

County's estimated share:

11% of $39,685.39 = $4,365.39
ADVANCE DEPOSIT = $4,365.

Please make yourcheck in the amount of $4,365 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, 2960 East State Street, Salem 97310.

Very truly yours,

GEZ.

Richard Unrein
Urban Engineer

GEZ:dp

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

LANCASTER DRIVE AT STATE STREET SECTION

FAUS 1615 HIGHWAY

MARION COUNTY

FAP. M-1615(1)
Traffic Signal Modification

Bids Received April 29, 1976

1.	Temporary Protection and Direction of Traffic	All Specified		$ ~~300.00~~	400
2.	Temporary Signs	110 sq.ft.	~~6.00~~ 4^{50}	~~660.00~~	495
3.	Flagmen	40 hours	~~14.00~~ 16-	~~560.00~~	640
4.	Miscellaneous Street Work	All Specified		~~500.00~~	750
5.	Traffic Signal Installation, Complete	All Specified		~~40,200.00~~	29,478
		For Comparison of Bids		~~$42,220.00~~	$31,763

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		~~$42,220.00~~	31,763
Anticipated Additional Items:			
Signal Controller Testing	750.00		
Remove and Reinstall Existing Signs (E.W.)	400.00	1,150.00	
		~~$43,370.00~~	32,913
Contingencies (4-1/2%)		~~1,951.65~~	1,481.09
Engineering (10%)		~~4,337.00~~	3,291.30
Estimated Net Authorization, Constr.		~~$49,658.65~~	$37,685.39
Estimated P.E.			2,000
			39,685 39
11%			4,365

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #11 - MARION COUNTY FAUS

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LANCASTER DRIVE AT STATE ST. SECTION
FAUS 1615 EAST OF SALEM

DATE: APRIL 29, 1976

PAGE 1

Elec. Corp. 35,900

Hansen Electric Co. Coos Bay

1. Hansen Elec. Coos. Bay 31,763
2. Hamilton Elec 31,945
3. Olsen Elec. 33,717^{50}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temporary Protection and Direction of Traffic	1	400	406	600
110	S.F.	Temporary Signs	2	4^{50}	4^{75}	4^{75}
40	Hrs.	Flagmen	3	16-	18^{25}	16-
	L.S.	Miscellaneous Street Work	4	750	451	1,250
	L.S.	Traffic Signal Installation, Complete	5	29,478	29,836	30,705

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8350

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-1615(1)

STATE PROJECT NO.: Lancaster Dr @ State St.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-57

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 1 4 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: 4-7-76

DATE AUTHORIZATION EFFECTIVE: 4-7-76

FEDERAL ROUTE NUMBER: FAU 1615

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road 0.1 miles east of Salem east city limits.

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
Remove and reinstall existing signs.$400.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 12-19-75 approved this project for inclusion in the Federal-aid program.
After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.
Mr. Rulien's 4-2-76 request and certifying statements are accepted.
PS&E documents for the subject project have been reviewed and are approved at ~~xx~~ a total estimated cost of $46,904 - federal funds $36,674.
A signed copy of the title sheet is returned herewith.

DATE: 4-13-76

SIGNATURE OF APPROVING OFFICIAL: G. K. Hassner Jr

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

BEN GIFFORD

Rev 10 Mar.

Section Lancaster Dr. at State St.

Programming Estimate $ 50,100

Highway FAUS 1615

Project Length —

County Marion

Completion Time 200 cal. days

Kind of Work Traffic Signal Modification

Prefix 324-1994

FA Project No. M-1615 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 42,220.00 ~~42,605.00~~

Anticipated Additional Items:

Royalty Payment		$ 1150.00
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	750.00	
Bikeway Signs		
~~Adjust Utilities~~		
Remove and Reinstall Existing Signs (E.W.)	400.00	
Misc. Permit Fees		

43,370.00 $ ~~43,755.00~~

Contingencies (4-1/2%) 1,951.65 ~~1,968.98~~

Engineering (10 %) 4,337.00 ~~4,375.50~~

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction 49,658.65 $ ~~50,099.68~~

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1
Date 2 March 76
County Marion
Name Butler

Section Lancaster Dr. at State St
Kind Of Work Traffic Signal Modification
Length —

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		Lump Sum	All Spec		300^{00}
	Temporary Signs		Sq. Ft	110	6^{00} ~~9^{50}~~	660 ~~$1,045^{00}$~~
	Flagmen		Hour	40	14^{00}	560^{00}
	Miscellaneous Street Work		Lump Sum	All Spec.		500^{00}
	Traffic Signal Installation, Complete		Lump Sum	All Spec		$40,200^{00}$
	TOTAL					$42,220^{00}$ ~~$42,605^{00}$~~

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ● UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Attention: County-City Unit

Subject: Federal Aid Project No. M-1615(1)
Project Name Lancaster Drive at State Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 3rd day of March, 1976

County of Marion

Walter C. Heine
County Judge/Chairman

Harry Carson Jr
Commissioner

Pat McCarthy
Commissioner

3-11-76

COPIES TO: J. R. OAKES
D. E. SWAN
C. G. SWENSON
C. O. FREDRICKSON

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/76

8350

13

March 2, 1976

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

Attention: T. Harold Tomlinson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5585

Gentlemen:

Attached for your records is a fully executed copy of an Urban System Project Agreement for a traffic control signal at the intersection of Lancaster Drive and State Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

FAUS

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.
M-1615(1)

STATE PROJECT NO.
Lancaster Drive at State Street Section (Salem)

FROM:
G. L. Green, Division Administrator
Salem, Oregon 12-19-75

PROGRAM NO.

ITEM NO.
M-57

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
December 19, 1975

FEDERAL ROUTE NUMBER
FAU 1615

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

County Road 0.1 mile east of Salem East City Limits.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $2,000 - federal funds $1,560.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 19, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 5, 1975 letter you are authorized to proceed with the work as shown above.

DATE
12-19-75

SIGNATURE OF APPROVING OFFICIAL
G L Green

TITLE
Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-19-75

BY (Signature): L. W. Rulien's December 5, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

~~STAGE~~ [illegible] ITEM NOS. 57 THRU

~~STAGE 2~~ ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
57	M-1615(1)	0.0	44,000	34,320	Lancaster Drive @ State Street Section. Marion County - State of Oregon	Preliminary Engineering Revise Traffic Signals.

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DEC 23 1975
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-19-75	G. L. Green G. L. Green, Division Administrator

**

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Appr

U.S. DEPA

December 5, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.1 mi. E. of Salem ECL 21 65	ADT*	PRESENT 27,000	FUTURE 48,600 (66) (70)	YEAR 95 (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Revise Traffic Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 28	NUMBER 1615 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Marion			CODE 047 (41) (16)
	NAME OF URBAN AREA Salem 17-31	ROUTE NO. U	FEDERAL-AID 1615	STATE (32) Co. Rd. (36)	U.S. (37) ---- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS		Co. Rd., 0.1 mi. E. of Salem East City Limits.	0.0	2,000	1,560	220	220 (Co.)
5					**ROW**							
5					**CONST** (CODE) TOPICS (Safety) Y031		"Lancaster Drive @ State Street Section"	0.0	42,000	32,760	4,620	4,620 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.0	44,000	34,320	4,840	4,840 (Co.
1	14			(18)	(23) (24)	(33)		

P
Rev
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ROW
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Park
comp

PROGRAM APPROVAL DATES

DEC 19 1975

FHWA OREGON DIVISION

REMARKS

* ADT count is traffic entering the intersection

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR ☐ COOR. ☐ LE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

December 5, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

(typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. E. of Salem ECL (65)	ADT*	27,000	48,600 (66) (70)	95 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	57 (14) (18)

(62)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER	SEQ. NO.	T. Projects Only POST MI. (24) (26)	DESIG. (27)
								M-	1615 (7)	(1) (13)		

COUNTY NAME	CODE	PROGRAM STAGE
Marion	047 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1615 (32)	Co. Rd. (36)	---- (37) (41)

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		ESTIMATED PROJECT COST BY PHASES				
Co. Rd., 0.1 mi. E. of Salem East City Limits.	(54) (58) 0.0	(59) (66) 2,000	(67) (76) 1,560	220	220 (Co.)	P.E. all phases; Revise existing traffic signal to multiphase fully activated signal.
"Lancaster Drive @ State Street Section"	0.0	42,000	32,760	4,620	4,620 (Co.)	ROW-80' min.; Access Control-Partial; Parking Restrictions-complete.
PROJECT TOTALS	0.0	44,000 (10) (23)	34,320 (24) (33)	4,840	4,840 (Co.	

REMARKS

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

* ADT count is traffic entering the intersection

- Over-

LANCASTER DRIVE @ STATE STREET SECTION

PROJECT NO. M-1615(1)

Existing Facility: Present 3-phase traffic signal

Lancaster Drive (FAU 1615) -- Roadway north of the intersection is a 68-foot curbed section and a 72-foot curbed section south of the intersection.

State Street (FAU 1620) -- Roadway west of the intersection is 2-12 foot lanes with 12-foot right turn lane and east of the intersection is 2-11 foot lanes with 12-foot right turn lane.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Replace existing three phase traffic signal with a multi-phase traffic signal and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Note: Salem Mumicipal Airport lies 1 1/2 miles southwest of the project; however, the project will not result in any conflict with the operation of the airport.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 18, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Urban Transportation Planning (PPM 50-9): N
project will not result in an alteration o
flow patterns that would require a signifi
ning completed or underway.

NOTE: This project is in Congressional Dist

RIVE @ STATE STREET SECTION

ECT NO. M-1615(1)

hase traffic signal

5) -- Roadway north of the intersection is a 68-foot foot curbed section south of the intersection.

- Roadway west of the intersection is 2-12 foot lanes lane and east of the intersection is 2-11 foot lanes lane.

project consists of the following:

ring all phases.

ree phase traffic signal with a multi-phase traffic l work common to this type of project.

oads, Water Developments, Historical and Recreational

Airport lies 1 1/2 miles southwest of the project; ll not result in any conflict with the operation of

ajor action project concurred in by FHWA on November

pt from State Clearinghouse and District 3 Clearinghouse reements.

Not required under Oregon Action Plan (Category 3 Project).

Not a factor in the development of this project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

NOTE: This project is in Congressional District No. 2.

8350

PRO-6-2

December 5, 1975

TO G. L. Green, Division Administrator
Federal Highway Administraton

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1615(1)

We are submitting program data for one project, Item No. 57, Project No. M-1615(1), "Lancaster Drive @ State Street Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with program approval authorization to proceed with all phases of preliminary engineering at an estimated cost of $2,000 with Federal funds of $1,560.

CL:md

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2067;

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

December 5, 1975

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.1 mi. E. of Salem ECL	ADT*	PRESENT 27,000	FUTURE 48,600	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Revise Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 1615

CARD

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Marion

CODE: 047

NAME OF URBAN AREA: Salem

ROUTE NO. U

FEDERAL-AID: 1615

STATE: Co. Rd.

U.S.: ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE** TOPICS		Co. Rd., 0.1 mi. E. of Salem East City Limits.	0.0	2,000	1,560	220	220 (Co.)
5					**ROW**							
5					**CONST** (CODE) TOPICS (Safety) Y031		"Lancaster Drive @ State Street Section"	0.0	42,000	32,760	4,620	4,620 (Co.)
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.0	44,000	34,320	4,840	4,840 (Co.

PROGRAM APPROVAL DATES

REMARKS

* ADT count is traffic entering the intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 5, 1975

spaces)	ADT*	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
of Salem ECL		27,000	48,600	95	10	Oregon	41	W32	57

TL. REST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							M-	1615	(1)		

COUNTY NAME	CODE
Marion	047

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1615	Co. Rd.	----

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
d., 0.1 mi. E. of East City Limits.	0.0	2,000	1,560	220	220 (Co.)	P.E. all phases; Revise existing traffic signal to multiphase fully activated signal.
caster Drive @ e Street Section"	0.0	42,000	32,760	4,620	4,620 (Co.)	ROW-80' min.; Access Control-Partial; Parking Restrictions-complete.
PROJECT TOTALS	0.0	44,000	34,320	4,840	4,840 (Co.	

REMARKS

* ADT count is traffic entering the intersection

- Over-

LANCASTER DRIVE @ STATE STREET SECTION

PROJECT NO. M-1615(1)

Existing Facility: Present 3-phase traffic signal

Lancaster Drive (FAU 1615) -- Roadway north of the intersection is a 68-foot curbed section and a 72-foot curbed section south of the intersection.

State Street (FAU 1620) -- Roadway west of the intersection is 2-12 foot lanes with 12-foot right turn lane and east of the intersection is 2-11 foot lanes with 12-foot right turn lane.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Replace existing three phase traffic signal with a multi-phase traffic signal and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Note: Salem Mumicipal Airport lies 1 1/2 miles southwest of the project; however, the project will not result in any conflict with the operation of the airport.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 18, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Urban Transportation Planning (PPM 50-9):
project will not result in an alteratio
flow patterns that would require a sig
ning completed or underway.

NOTE: This project is in Congressional

e STATE STREET SECTION

NO. M-1615(1)

traffic signa

- Roadway north of the intersection is a 68-foot
curbed section south of the intersection.

adway west of the intersection is 2-12 foot lanes
and east of the intersection is 2-11 foot lanes

ect consists of the following:

all phases.

phase traffic signal with a multi-phase traffic
ork common to this type of project.

, Water Developments, Historical and Recreational

ort lies 1 1/2 miles southwest of the project;
ot result in any conflict with the operation of

action project concurred in by FHWA on November

rom State Clearinghouse and District 3 Clearinghouse
ents.

required under Oregon Action Plan (Category 3 Project).

a factor in the development of this project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

NOTE: This project is in Congressional District No. 2.

8350

Contract #8350

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 21, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
State Street & Lancaster
Drive Signal
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

APPROVED
EDH
E. S. Hunter
Date 11-24-75

RECEIVED
STATE HWY ENGR
NOV 21 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BEN GIFFORD
A-95 EXEMPT.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 27, 1975

A. PROJECT IDENTIFICATION

M-1615-1620 (-)

Name of Project State Street & Lancaster Drive Signal (Section)

Location of Project - (FAU 1620) (FAU 1615) State Street & Lancaster Drive (Highway Name) County-M.R.#22 & M.R.#96 (Highway No., US - ORE)

(City) Marion (County) (Region)

Program Federal Aid Urban (Funding) $40,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose is to provide improved traffic flow through the subject street intersection by providing a five pahse signal to replace the present three phase signal.

Origin and History: The Salem Area Transportation Study organized in 1961 under direction of the Mid-Willamette Valley Council of Governments, funded and operating under Federal Highway Act of 1962 et.seq., with participation of state and local governments has become the official planning agency for transportation in the Salem urbanized area. The SATS 1982 Amended Transportation Plan for 1982 was adopted by the Marion County Board of Commissioners on March 20, 1974. This project progressed from the TOPICS program to inclusion in the SATS Transportation Improvement Program. The SATS Coordinating Committee

*
EE
OTTOM
F
AGE.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Not applicable - Replacement of 3 phase timed signal with 5 phase fully activated.

Termini Not applicable.

Alignment (new or existing) Not applicable.

*(Continuation of Origin and History: approved the T.I.P. on July 31, 1975. The Marion County Board of Commissioners filed a formal request for Federal Aid Urban Project October 8, 1975.

CATEGORY
3 PROJECT

non-major

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Signals only. All right-of-way presently owned, except possibly 100 sq. ft. of commercial retail zoned land which may be needed for mast arm setback and foundation.

Typical Section N/A

Bikeway N/A

Structures N/A

Additional Facilities None

Access Control N/A

Materials N/A

Borrow and Waste Disposal N/A

Special Construction Methods None

Characteristics (ADT) FAS 741 (N.) Lancaster 16,600, FAS 679 (S.) Lancaster 11,900 FAS 679 (W.) State Street 9,100, FAS 739 (E.) State Street 6,700, all in 1974.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternate Design 1: 5 phase fully actuated signal. Predicted to move traffic with least delay and congestion.

Alternate Design 2: 8 phase fully actuated signal. Would result in excessive delay while left turn phase on lower traffic density street clears.

Alternate Design 3: No-Build. The present 3 phase pre-timed system would not be replaced although a recent evaluation by OSHD specialists indicates the system now operating at 113% of capacity.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) The project is part of the SATS recommendations for the present fiscal year. Citizens Advisory Committee and Citizen members of other SATS committees have participated.

Public Hearing(s) Schedule: ☒ XX Not Required ☐ Required

Type ______ Tentative Date(s) ______

A-95 Review: ☒ XX Not Required ☐ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies OSHD will prepare design and coordinate with FWHA.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation No EIS required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project area, consisting of the intersection State Street (Market Road No. 22) and Lancaster Drive (Market Road No. 93), in an urban density setting with commercial establishments on all corners and extended for, from one to several blocks in all directions. Easterly from the intersection residential development predominates.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The intersection is in an urban density setting with predominatly commercial surroundings. The area is served by Portland General Electric, electrical power, Northwestern Bell Telephone, Northwest Natural Gas, East Salem Sewer and Drainage District No. 1, sewerage. Suburban East Salem Water District, water, Suburban Garbage Service, solid waste collection and illumination by Marion County. Air quality and noise pollution have not been identified as exceeding present guidelines.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

A field survey disclosed need for space for mast arm clearance and foundation. If required, an estimated 100 square feet may be obtained.

Consequences:

No adverse effects are anticipated.

2. Estimated Changes in Traffic Patterns:

A five phase signal is expected to move peak traffic with less delay than the present three phased pre-timed system.

Consequences:

Less congestion is expected and possibly less accident potential will be realized.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:
   None identified.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:
   None identified.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   None identified.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:
   None identified.

7. Potential for Controversial Issues:
   None identified.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      No change in the number of vehicles passing through this intersection can be attributed to the change of a five phase signal. The expected improvement of traffic flow will reduce standing-idle time and will tend to reduce air pollution per vehicle.

   b. Noise Standards

      No change in numbers of vehicles expected. Better traffic flow could eliminate some gear shifting with possible minor noise attentuation.

   c. Water Quality Standards

      No change identified.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action

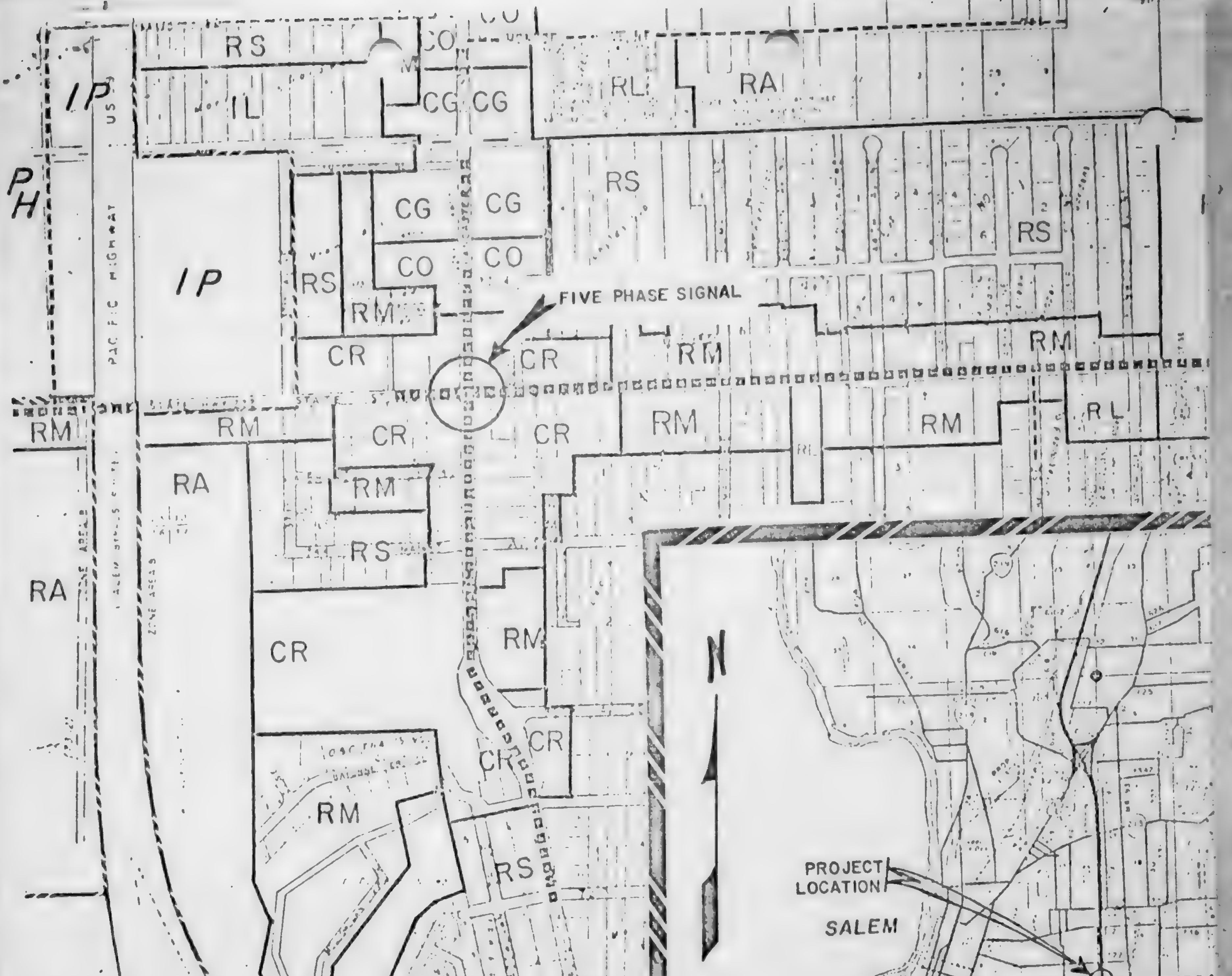
☐ Significant ☐ Non-Significant

☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________



JUL 1 1974

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FAUS

Form F-39

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section State Street & Lancaster Drive Signal Date November 19 1975

Highway Intersection of State @ Lancaster FAU 679,739 & 740 Authorization No. 1

County Marion Survey Prefix 324-1994 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is at the intersection of State Street and Lancaster Drive within the Salem Urban Boundary. Purpose is to provide a five phase fully actuated signal system to replace the existing three phase signal.

RECEIVED
COUNTY & CITY SECTION
DEC 24 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Purpose of survey:

Prepare plans, specifications, and cost estimates for traffic signals.

Estimate of cost:

Field	901	700
Plans	905	200
Traffic	911	700
Utilities	914	100
Prog. Mgt.	920	50
Specifications	921	150

M-1615 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 1,900

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:
Phillip D. Stearns
Field Engineer

Recommended for Approval:
C. O. Hedrickson
Division Engineer

Recommended for Approval:
Victor D. Wolfe
Location ~~XXXXXX~~ Engineer

Approved:
E J Hunt
Ass't State Highway Engineer

ENGINEERING SECTION
F. E. APPR. 12-19-75
FED. AID FAUS STATE

BEN GIFFORD

SP*52440-734

8350 DIST. 3 45

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 18, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project M-1615 1620(-)
State Street & Lancaster Drive Signal
Marion County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's November 3 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO
Rulien
FOR
Info | Invs | R/D | D.R | Sgn | Act ✓ | File

Cy Schroeder

ACTION
NOV 20 1975
FEDERAL AID
SCHEDULE
REMARKS:

BEN GIFFORD

Salem
October 31, 1975

for GEZ
Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
BUILDING

County: Marion   Section: Lancaster Drive at State Street, FAU 1615 and FAU 1620

Proposed Work: All phases of preliminary engineering by State necessary to prepare project for contracting

Costs:	Total	Federal	State	City
*Preliminary Engineering:	$ 2,000	$ 1,560	$ 220	$ 220
Construction:	42,000	32,760	4,620	4,620
TOTAL:	$44,000	$34,320	$4,840	$4,840

*Field--$500   P.S. and E.--$1,500

Approved By Transportation Commission: 10/28/75

See attached project application for additional project information

GEZ:dp

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

9350

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Requests

Presented for your consideration at the October 28 meeting will be eight requests for approval of Urban System projects.

The City of Albany is requesting three projects. One is a $85,000 project to construct a modern structure over Periwinkle Creek on Third Avenue. The other two projects are for widening a 0.06-mile section of Queen Avenue and a 0.35-mile section of Waverly Drive at a cost of $170,000 and $200,000 respectively.

The City of Portland's request is for the development of an exclusive bus lane on S.W. Barbur Boulevard. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved of the transfer.

The development of a truck route totaling $177,000 is being requested by the City of St. Helens.

A $40,000 revision to the existing traffic signal at the intersection of Lancaster Drive and State Street is one of two projects being requested by Marion County. Their other request is for a $1,292,000 project to four-lane a 1.25-mile segment of Silverton Road.

The request from Multnomah County is for a $20,000 traffic signal project at the intersection of S.E. Washington Street and 96th Avenue.

Federal Urban System funds for these projects are estimated at $1,820,500 with the State providing approximately $256,750 in match funds and an equal amount being contributed by the involved local units of governments.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. W. Rulien
V. E. Skoog
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
Jack Graham
G. L. Sund

GEZ:scr dpy

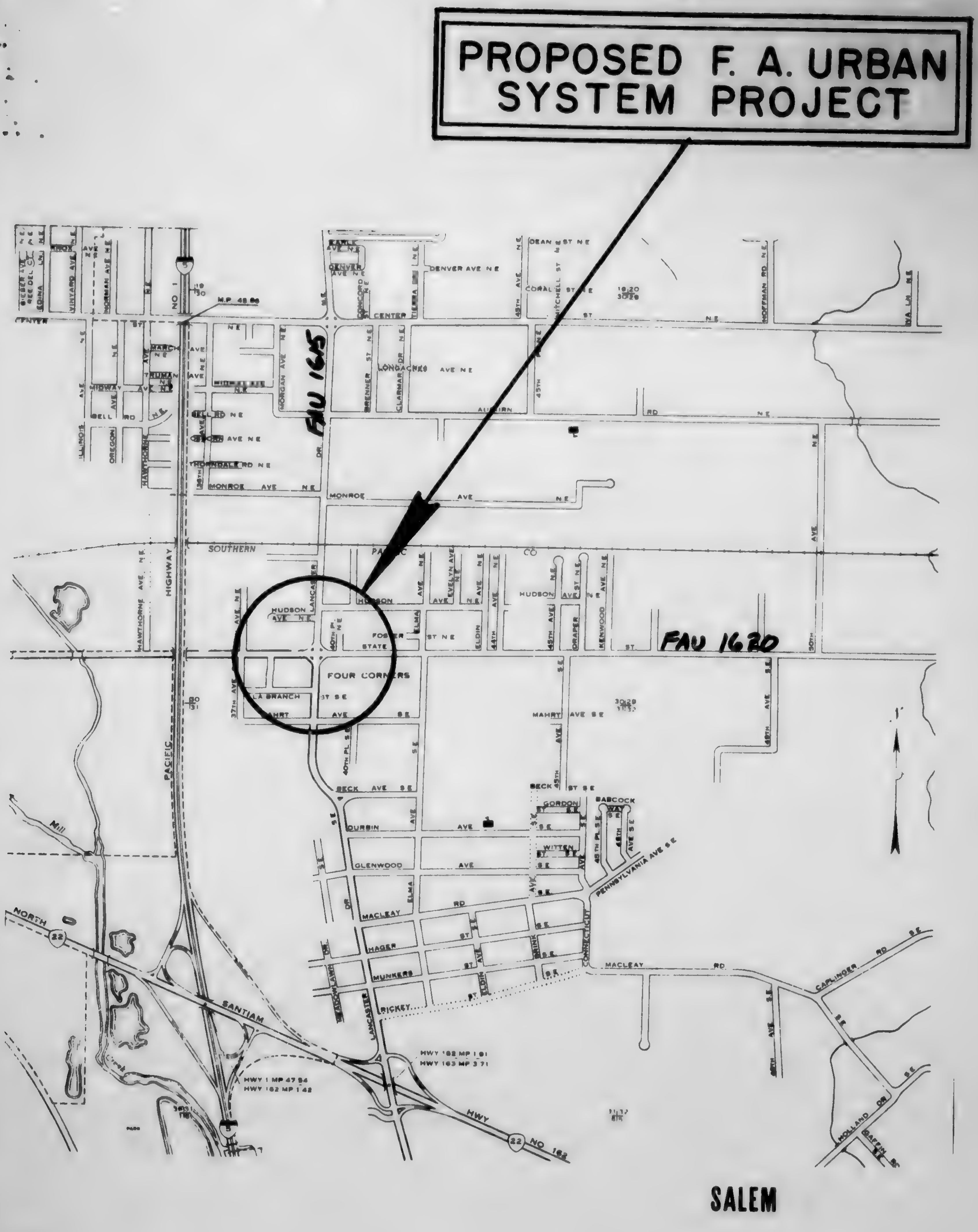
MARION COUNTY
Proposed Urban System Project

Lancaster Drive (FAS 1615) at State Street (FAU 1620)
Signals
$40,000

This project entails all the necessary work and costs to convert the existing traffic signal installation into a fully traffic-actuated installation.

Perform all necessary engineering.

75-1
10/15/75



PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 1615

FAU 1620

SALEM

Rev. 6/5/75

RECEIVED
COUNTY & CITY SECTION
OCT 13 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date October 8, 1975

Applicant Agency MARION COUNTY

Federal Aid System Route Nos 679,739,741 Route Name State & Lancaster Intersection

Project Name State Street and Lancaster Drive Signal

Project Length Intersection-State &Lancaster Project Location (Attach sketch map)

Project Description

Provide a five (5) phase fully actuated signal system to improve traffic flow through the intersection, upgrading the level of service at peak hours and improve traffic safety potential.

Average Daily Traffic
(FAS 741 (N.) - 16,600)
(FAS 679 (S.) - 11,900)
FAS 679 (W.) -9,100)
(FAS 739 (E.) -6,700)

Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) N/A

Width ______ Travel Lanes ______ Shoulders ______
Medians ______ Parking ______
Sidewalks ______
Other ______

2. Desired Roadway Cross Section: (Attach sketch) N/A

Width ______ Travel Lanes ______ Shoulders ______
Medians ______ Parking ______
Curbed ______ Length Curb Radii ______
Sidewalk/Bikeway ______
Other ______

FOOTNOTES: ______

Description of Proposed Roadway Work ______

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:** N/A

General Width ______ Minimum ______ Maximum ______

2. Will Additional Right-of-Way Be Needed? ______ Explain ______

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ______

4. Will applicant acquire right-of-way and have State review negotiations? Yes ______ No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant? ______

6. Should State prepare options? Yes ______ No ______

7. Is a public hearing necessary? ______
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? ______ If so, explain ______
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? NO
If so, explain ______

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:**

Three phase traffic signal.

2. **Proposed Signalization:**

Location Intersection of State Street (M.R.#22) and Lancaster Drive (M.R.#93)
FAS 679, 739 and 740 meet at this corner
Type Fully actuated.

Phases Five
Type of Suspension Mast - Arm
Interconnected Yes
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA N/A

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA N/A

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? NO Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Marion County - Department of Public Works Office
2. Environmental	Marion County - Department of Public Works Office
3. Public Hearing	Marion County - Department of Public Works Office

REMARKS: ______

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections Existing signalization is cable mounted. Any necessary alteration of intersection geometry will be determined by design considerations.

2. Does the applicant desire to perform the project preliminary engineering?
Yes ______ No X

Does the applicant desire to perform the project construction engineering?
Yes ______ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$
Right-of-Way Costs (if participating)	2
Traffic Control	40,000.00
Illumination	
Structures	
Railroad	
Other ______	
Preliminary Engineering	[illegible]
PROJECT TOTAL	$ 4~~0~~,000.00 44

FOOTNOTES: ______

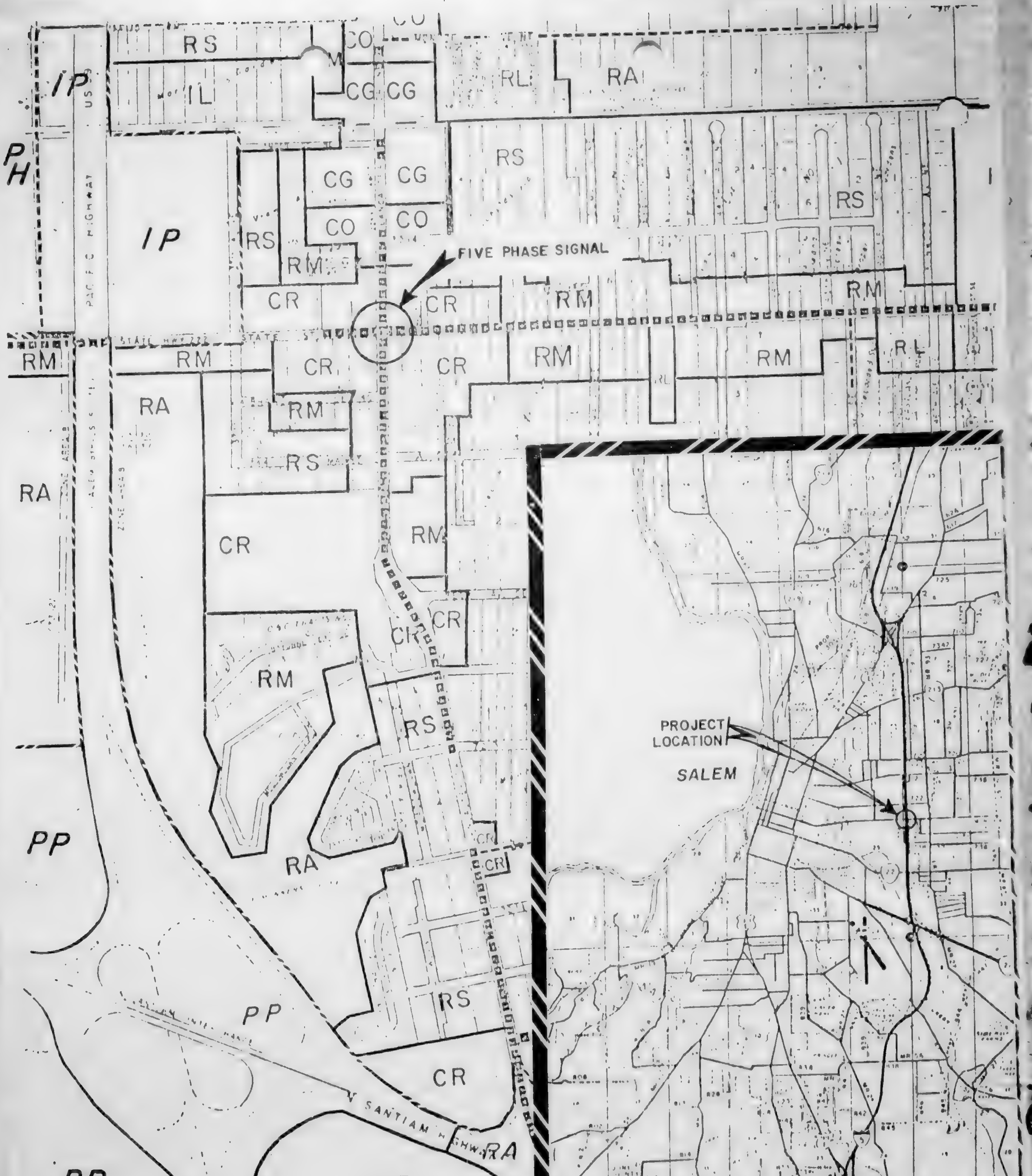
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of ______ and/or MARION County

By ______ By Pat McCarthy

By ______ By Walter R Hedgre

By ______



JUL 1 1974
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COUNTY & CITY SECTION
OCT 13 1975
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 8, 1975

A. PROJECT IDENTIFICATION

Name of Project State Street & Lancaster Drive Signal (Section)

Location of Project - State Street & Lancaster Drive. (Highway Name) County - M.R.#22 & M.R.#96 (Highway No., US - ORE)

(City) Marion (County) 2 (Region)

Program Federal Aid Urban (Funding) $40,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose is to provide improved traffic flow through the subject street intersection by providing a five phase signal to replace the present three phase signal.

Origin and History: The Salem Area Transportation Study organized in 1961 under direction of the Mid-Willamette Valley Council of Governments, funded and operating under Federal Highway Act of 1962 et.seq., with participation of state and local governments has become the official planning agency for transportation in the Salem urbanized area. The SATS 1982 Amended Transportation Plan for 1982 was adopted by the Marion County Board of Commissioners on March 20, 1974. This project progressed from the TOPICS program to inclusion in the SATS Transportation Improvement Program. The SATS Coordinating Committee

* TE TTOM E.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Not Applicable - Replacement of 3 phase timed signal with 5 phase fully activated.

Termini Not applicable

Alignment (new or existing) Not applicable.

*(Continuation of Origin and History: approved the T.I.P. on July 31, 1975. The Marion County Board of Commissioners filed a formal request for Federal Aid Urban Project October 8, 1975.

Form (2)9-74

Description of Project (cont

Right-of-Way (acreage and type of land use) Signals only. All right-of-way presently owned, except possibly 100 sq.ft. of commercial retail zoned land which may be needed for mast arm setback and foundation.

Typical Section N/A

Bikeway N/A

Structures N/A

Additional Facilities NONE

Access Control N/A

Materials N/A

Borrow and Waste Disposal N/A

Special Construction Methods NONE

Characteristics (ADT) FAS 741 (N.) Lancaster 16,600, FAS 679 (S.) Lancaster 11,900 FAS 679 (W.) State Street 9,100, FAS 739 (E.) State Street 6,700, all in 1974.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternate Design 1: 5 phase fully actuated signal. Predicted to move traffic with least delay and congestion.

Alternate Design 2: 8 phase fully actuated signal. Would result in excessive delay while left turn phase on lower traffic density street clears.

Alternate Design 3: No Build. The present 3 phase pre-timed system would not be replaced although a recent evaluation by O.S.H.D. specialists indicates the system now operating at 113% of capacity.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) The project is part of the SATS recommendations for the present fiscal year. Citizens Advisory Committee and Citizen members of other SATS committees have participated.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies O.S.H.D. will prepare design and coordinate with F.H.W.A.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation NO E.I.S. REQUIRED.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status	Date
☐ Survey Authorization	
☐ Reconnaissance	
☐ Field Location	
☐ Office Location	
☐ Field Prel. Design	
☐ Office Prel. Design	
☐ Final Design	
☐ Contract Plans	

FHWA

Status	Date
☐ Systems Planning	
☐ Prel. Engineering	
☐ Corridor Approval	
☐ Design Approval	
☐ Plans, Specifications and Estimates Approval	

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project area, consisting of the intersection State Street (Market Road No. 22) and Lancaster Drive (Market Road No. 93), in an urban density setting with commercial establishments on all corners and extended for, from one to several blocks in all directions. Easterly from the intersection residential development predominates.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The intersection is in an urban density setting with predominantly commercial surroundings. The area is served by Portland General Electric, electrical power, Northwestern Bell Telephone, Northwest Natural Gas, East Salem Sewer and Drainage District No. 1, sewerage. Suburban East Salem Water District, water, Suburban Garbage Service, solid waste collection and illumination by Marion County. Air quality and noise pollution have not been identified. as exceeding present guide lines.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
A field survey disclosed need for space for mast arm clearance and foundation. If required, an estimated 100 square feet may be obtained.

Consequences: No adverse effects are anticipated.

2. Estimated Changes in Traffic Patterns:
A five phase signal is expected to move peak traffic with less delay than the present three phased pre-timed system.

Consequences:

Less congestion is expected and possibly less accident potential will be realized.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None identified.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None identified.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:
None identified.

7. Potential for Controversial Issues:
None identified.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans No change in the number of vehicles passing through this intersection can be attributed to the change of a five phase signal. The expected improvement of traffic flow will reduce standing-idle time and will tend to reduce air pollution per vehicle.

   b. Noise Standards No change in numbers of vehicles expected. Better traffic flow could eliminate some gear shifting with possible minor noise attentuation.

   c. Water Quality Standards No change identified.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

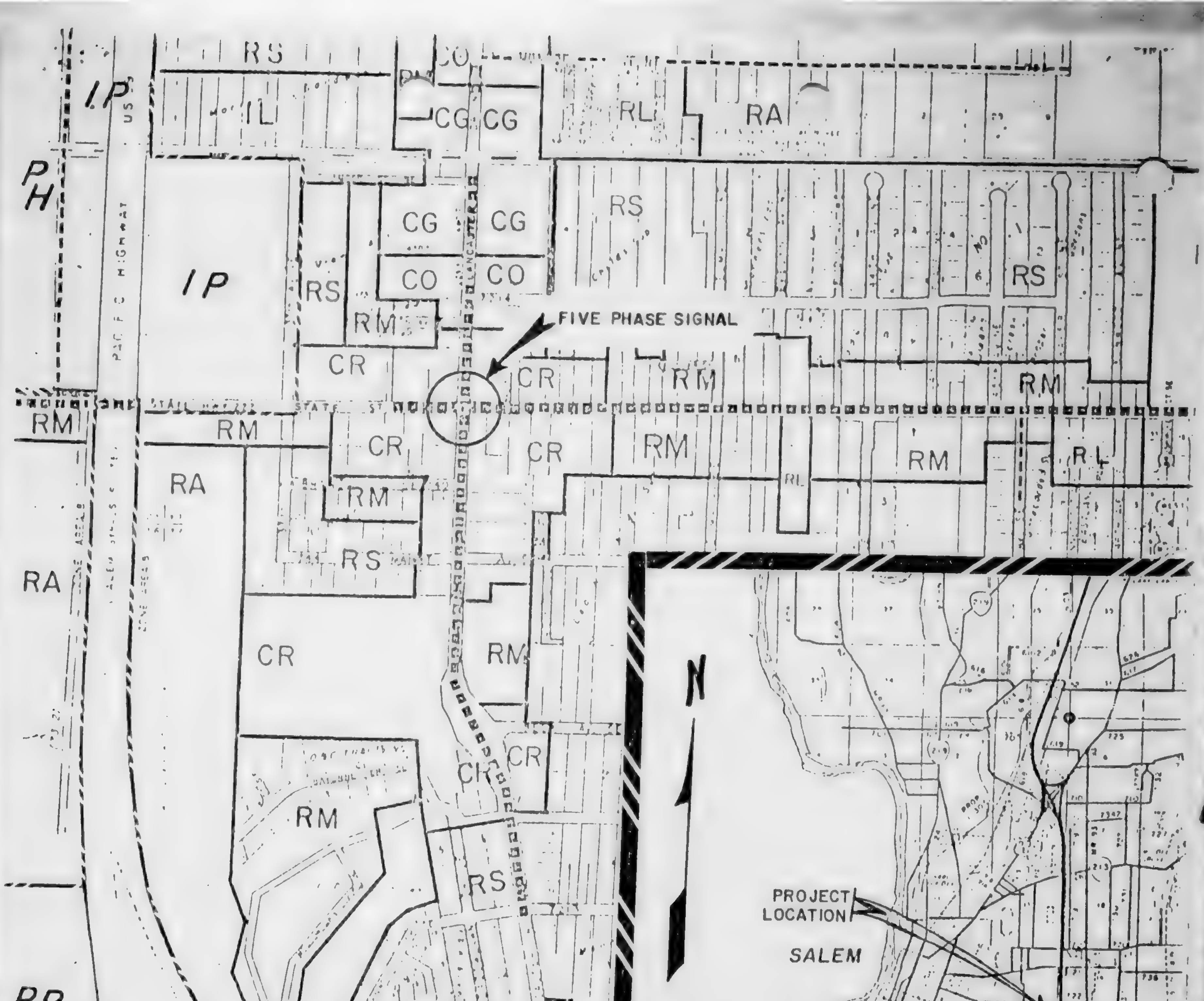
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________



SALEM and vicinity

[illegible] 1 1974

72.10 W

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

250

October 6, 1975

Mr. John Anderson
Director of Public Works
Marion County Courthouse
Salem, OR 97301

Dear Mr. Anderson:

In accordance with our discussions, this office will proceed with the design of a five-phase traffic signal installation at the subject intersection.

This revision will cost in the vicinity of $40,000 and will be funded with FAUS funds. The Highway Division will prepare the plans and specifications and receive bids for the project. We are planning on meeting the December 18 bid letting.

Very truly yours,

L. E. George
Traffic Engineer

RDT:rj
bc: Ben Gifford-Please put on letting Schedule.
Bob Judson
C. O. Fredrickson
✓Don Harwell

Vern
What is this
Project No.
X

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☑ CE ☐ RE ☐ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

8351 Heppner Rock Prod. Proj. 1976
S.W. of Heppner on Wasco-
Heppner Hwy.

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 17, 1977

Dale D. All

FROM: Dale Allen
Regional Construction Engineer

TO: Cecil Head
Commission Services

SALEM

SUBJECT: Heppner Rock Production
Payment for Drilling and Blasting
Contract 8351
Morrow County

Attached is correspondence from Draper Construction Company and our Resident Engineer, John Hagedorn, indicating that as of February 12, 1977, Draper Construction Company has not received payment for drilling and blasting work done on the above contract for Sierra Cascade Equipment Company.

DDA/dlm
Attachments

cc: C. T. Keasey w/ attachments

Keasey
Harwood
RECEIVED
[illegible]
CONSTRUCTION
SECTION

2-18-77
Consent to subcontract this work was never granted by Highway Division. W. Richards

xc: Cecil Head
Dale Allen
John Hagedorn

NOTED
C. W. HEAD

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

McNary

DATE February 15, 1977

a

TO W. E. Schwartz
Region Engr.

FROM J. R. Hagedorn
Res. Engr.

JRHagedorn

SUBJECT Heppner Rock Production
Constract No. 8351

I received the attached letters and billing about a month age. Since then I have talked on the phone to both Mr. Struntz and the contractor. I reminded the contractor of Mr. Struntz' bill. The contractors Office Manager informed me that it would be paid "within the next week". This conversation took place about Jan. 23, 1977. Mr. Struntz has patiently waited since then but has received no payment or word from the contractor as of Feb. 12th, my latest check with Mr. Struntz. Mr. Struntz would like for the Division to intercede as per section 107.28 of the Standard Specifications.

cc: Mr. J. J. Struntz
Mr. Leo Casey, B. & H. Equipment Co.

RECEIVED
FEB 1[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Sir.
Inclosed find Copy of letter
wrote to [illegible] Const. Co
as per our telephone Conversation
also a copy of the bill that was
Mailed to him. I think he is
trying to avoid me. I made [illegible] last week
Several Calls to him but last day
was told he was out [illegible]
would have him call me when
he came in. to date I have
received a call. [illegible] you [illegible] this matter.
see what you can do on this

Thanking you

[illegible] Const Co

By Joe [illegible]

P.S.
If they pay me in the next few
day I will let you know.

RECEIVED
FEB 18 1977
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 18 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sierra Cascade Equipt Co.
62110 Boyd Acres Road.
Bend Ore. 97701

Jan. 13, 1977

Dear Mr. Casey.

— I have sent you several Bills
on the Heppner job that I done
for you. Also Called you on the
phone, was told you had just
steped out + they would have
you Call me back as soon as you
Came in. + to date I haven't received
any word from you.
I under Stand the State paid
you $55,000.00 to date on this job.
It is over two months + you
havent made any attempt to pay
me. + what seems to be the
trouble. I have to pay my
bills in thirty days so would
you please send me a check for what
you owe me. $3645.37

Super Const. Co.
by Joe Stuntz

RECEIVED
FEB 18 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DRAPER CONST. CO.
Drilling & Blasting
1719 S.W. 44th St.
PENDLETON, ORE. 97801

Phone 276-6104

DATE 11-15-76
NUMBER 750

Sierra Cascade Equipt. Co.
62910 Boyde Acres Road
Bend Oregon 97701

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
	Drilling & Blasting 8,500 Yds. @30¢ Per. Yd.	$ 2550.00
	Moving In & Out	75.00
	Blasting material Used On Job	1020.37
	Total Due	$ 3645.37
	80 Caps 4700 Lbs. Powder 1 Lb. Connecting Wire	
	Ordered By Bob Davis	

TRIPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

8351

February 10, 1977

Transamerica Insurance Company
1150 South Olive St.
Los Angeles, CA 90015

Gentlemen:

On February 3, 1977, we wrote to you concerning release of final payment on Contract No. 8351 awarded to B & H Equipment Co., Inc., for rock production on the Heppner Section of the Wasco-Heppner Highway in Morrow County.

Final payment on this contract is $1,500 and the total contract amount is $56,337.80. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc	B & H Equipment Co., Inc. P. O. Box 578 Gates, OR 97346	Cushing Insurance, Inc. P. O. Box 7215 Salem, OR 97303

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8351

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Heppner

WEEK ENDING: January 8, 1977

SECTION PREFIX: 125-8313

HIGHWAY: Wasco-Heppner

COUNTY: Morrow

NAME OF JOB: Heppner

KIND OF WORK: Rock Production

CONTRACTOR: B & H Equipment Co. Inc.

CONTRACT NUMBER: 8351

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 10, 1976

DATE WORK STARTED: October 5, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 31, 1976

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 63,204.00

EXCLUSIVE OF ENGINEERING: $ 57,684.00

ENGINEERING AUTHORIZATION: $ 5,520.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,337.80

ENGINEERING COST TO DATE: $ 5,105.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.2

ESTIMATED PERCENT OVERRUN UNDERRUN: Under 2.3 %

PERCENT OF AUTHORIZATION: 92.5 %

DATE PROJECT WAS COMPLETED: November 11, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			11,080.95		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,080.95		
AVERAGE DAILY QUANTITIES This week			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow-cold			
MONDAY	Snow-cold			
TUESDAY	Cloudy-cold			
WEDNESDAY	Pt. cloudy-cold			
THURSDAY	Pt. fair-cold			
FRIDAY	O'cast-cold			
SATURDAY	Forecast-cloudy			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 10 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

The semi-final estimate was submitted to Region Office this week. This will be the final report for this project unless further data is required.

SIGNED J R Hagedorn LOCATION McNary

J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8351

December 8, 1976

B & H Equipment Company, Inc.
P. O. Box 578
Gates, OR 97346

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8351 for work on the Heppner Rock Production project on the Wasco-Heppner Highway in Morrow County.

Careful consideration was given to the reasons you submitted. The reasons are not believed valid for time extension under strict interpretation of the contract.

However, in the absence of any apparent damage or loss to the State and that a significant deduction for the late completion will remain in effect and, further, without in any way establishing a precedent for any similar circumstances elsewhere, we have granted the 46-day extension requested. This leaves 57 days' liquidated damages in effect.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8351

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 1, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Heppner Rock Production
Contract No. 8351
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith request from B & H Equipment Company, Inc. for a one and one-half month extension (to September 15, 1976) on this rock production contract. This is similar to the recent request from this same contractor on the Unity Rock Production Contract No. 8340 where 92 days liquidated damages accrued and a 6 day extension was granted due to quantity overruns.

Bids were opened on the subject project April 29 with 5 bidders. The contract is simply for 10,000 cubic yards of 3/8 to #10 sanding material in stockpile. This firm bid $2,700 less than the second bidder and their bid was $12,800 under the engineers estimate. This contract had a specified completion date of July 31 and was actually completed November 11 with 103 days liquidated damages accrued at $75 per day for $7,725.

The reasons for extension offered by the contractor based on fire damage to his equipment while moving to another project and conflict with another highway contract are not believed to be valid. Strictly under our specifications, it is difficult to justify extension. Dale Allen discussed this with me before he submitted his recommendation for an administrative decision to waive the liquidated damages. I was not aware then that the contractor had not asked for all of it. Note that the request is for only 46 days and the request is dated November 11 (the contract completion date). On this basis, there would be 57 days left in effect. The Region recommendation on this request is attached. You will note our engineering charges have underrun, probably due to the fact the contractor promptly completed the crushing once he started. Further, the State has suffered no loss from not having the sanding material. Good late fall weather permitted the material to be stockpiled in a dry condition, so there is no adverse effect from moisture in the material. Considering the bids and these other factors, I would recommend the extension be granted as it was requested, namely, the 46 days leaving 57 days in effect. I have just discussed this further with Allen and the Region concurs in this. I believe it behooves the State to treat the small rock crushers fairly, as we must rely on them to perform such small contracts in the more remote parts of the State. This is a State project. A rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 1 '76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 26, 1976

FROM: Dale D. Allen
Regional Construction Engineer

Dale Allen

TO: C. T. Keasey
Construction Engineer

SALEM

SUBJECT: Time Extension Request
Heppner Rock Production
Contract 8351

Attached is a request for time extension by B. & H. Equipment Company, Inc. to move the completion date from July 31, 1976 to September 15, 1976.

Pertinent dates:

Date of Award ------------------ May 10, 1976
Specified Completion ----------- July 31, 1976
Contractor Move-in ------------- October 18, 1976
Work Completed ----------------- November 11, 1976
Time in Excess ----------------- 103 Days

Crusher started Oct. 29

Pertinent costs:

Project Cost ------------------- $57,684
Engineering Authorization ------ 5,520
Engineering Used (11/20/76) ---- 4,494
Liquidated Damages ------------- 75/day
Damages based on 103 days ------ 7,725

The contractor indicated the delays were the result of delay in receiving equipment and his scheduling of work.

While the above reasons are not valid in themselves, there are no facts to indicate the State or public incurred any damage. There was no inconvenience to the traveling public, there was no interference with business or commerce, and there was no additional expense to the public or the State.

The contract was to crush 10,000 c.y. of sanding material. Due to the unusually dry fall, the contractor was able to complete production before wet weather. The District Engineer advised that the late completion date did not have any adverse impact on our maintenance operations or schedules.

The contractor double shifted when he did get started and completed the crushing in ten days. This resulted in an underrun in engineering. The unit cost to produce the material was $5.47/c.y. which is below average.

On a previous project with this contractor, Unity Rock Production, we did assess liquidated damages because the delay caused rescheduling of our paving plant.

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 30 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

Because of these facts, it would be our recommendation that an administrative decision be made to waive the liquidated damages. If this is done, the contractor should be warned that had any damages or additional costs to the State or public occurred, the entire amount of liquidated damages would have been assessed.

DDA/dlm
Attachments

cc: J. R. Hagedorn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8351 Contractor B & H Equipment Co., Inc.

Highway Wasco-Heppner

Section Heppner

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 46-day time extension of contract time leaving 57 days in effect. This is an administrative judgement influenced by there being no apparent loss or damage to the public from the late completion.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

ES Hunter
Deputy State Highway Engineer

Contract No. 8351
Project designation State (State-Federal)
Date awarded May 10, 1976
Work started Oct. 18, 1976
Per cent completed 100 Nov. 11, 1976 (Date)
No. of Workdays Allowed Comp. date July 31, 1976
No. of Workdays Used 103 over allow.
No. of Added Workdays Requested 46

SP*6296-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 11, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7/31/76 days to 9/15/76 days, within which to complete our Contract No. 8351, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Upon repair and replacement of, the 54" Roller Cone and undercarriage (see attached letter dated July 13, 1976), a decision was made to proceed to the State of Oregon Job #8340 instead of State of Oregon Job #8351, as was programed, due to to a need for the products at Job #8340. Had we proceeded to the Heppner Job #8351 first as we had planned, a liquid damage charge would not have been accessed against the above mentioned job.

Respectfully submitted,

B+H Equipment Co., Inc
Contractor

By E H Haugstad - Pres

CONSENT OF SURETY

Date 11-11, 19 76

We, Transamerica Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

DH Cushing Le H Cushing
Attorney-in-fact

(SEAL)

DH Cushing Cushing Insurance Inc. Le H Cushing
Resident Agent

CUSHING INSURANCE, INC
1735 [illegible] St. N E
P.O. Box 1215, Salem, Ore

Sierra Cascade Equipment Inc.
Route 3, Box 203 — Boyd Acres Road
Bend, Oregon 97701
Phone (503) 389-4200

July 13, 1976

Oregon State Highway Department
John Hagadorn, Resident Engineer
505 Willamette
McNary, Oregon

RE: Contract #8351 505

Dear Mr. Hagadorn:

We respectfully submit the following information for your consideration.

On May 24, 1976, an "operator owner" type trucker was contracted to transport a 54" El Jay Cone mounted on a trailer for a job west of Bend, Oregon to a job at Jordan Valley for Earth Resourses, Inc.

On or about mile post 89 south east of Burns, Oregon on Highway 78, a wheel bearing became defective. Said "operator owner" kept driving his truck until the complete undercarriage of our 54" El Jay Cone was on fire and in so doing completely demolished the undercarriage suspension system including such major items as walking beams, the axles, rims, wheels and tires; the complete under belt conveyor, including troughing rolls and return rolls, electric wiring attached to the cone crusher and switch box. The oil seals of the 54" El Jay Cone Crusher were also damaged due to the intense heat.

The above mentioned accident has delayed our planning and performance program by approximately three weeks. Parts have been slow and difficult to obtain.

Most of the items listed above may be inspected at Sierra Cascade Equipment, Inc.; 62910 Boyd Acres Road; Bend, Oregon.

A three week extension of the contract in this peculiar and unwarranted accident is sincerely requested.

Yours very truly,

B & H Equipment Co., Inc.

EaH

E.A. Haugstad
President

EAH/ccm
cc

8352 SW Taylors Ferry Rd-Lewis & 1976
Clark Law School (Ptld) Bikeway
(Grading & paving)

C & A 5553 1-29-76
C & A 5586 3-9-76

July 18, 1977

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

Gentlemen:

On July 13, 1977, we wrote to you concerning release of final payment on Contract No. 8352 awarded to Gibbons and Reed Company for work on the S.W. Taylors Ferry Road-Lewis and Clark Law School (Portland) Bikeway Section of Terwilliger Boulevard in Multnomah County.

The total contract amount is $51,354.47 including $3,197.67 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

Portland

1-11-77

S. W. Taylors Ferry Road-Lewis & Clark Law School Bikeway
City Street (Terwilliger Blvd)
Multnomah County
Contract 8352

NARRATIVE REPORT

Construction work started the week of June 7, 1976 with the erection of the temporary signs, clearing, grubbing and minor general excavation. This, along with concrete work on the retaining wall and one catch basin, continued into the following week. As soon as enough subgrade had been prepared, the contractor started placing the aggregate base and this was followed by the placing of the asphalt concrete base. By the end of the month, all of the embankment work had been completed and about fifty percent of the aggregate base had been placed.

During the first week of July, work on the base course was completed and on July 12, work on the A. C. wearing course was finished. On the following day, the sidewalk ramps were poured and this basically completed the contractor's work except for the steel handrail and the extruded concrete curb. No activity took place until August 18 when the handrail was delivered and installed. Work resumed on August 30 with the pouring of the concrete curb. The curb, the placing of the pavement markers, sweeping the bikeway and miscellaneous clean up work was completed on September 2.

The contractor used 97 of the 100 allocated calendar days to complete the project and liquidated damages were averted. There were no penalties assessed nor claims filed by the contractor.

After the project was finished, several revisions were made at the request of motorists and school bus drivers who found the curb openings and the approaches to Terwilliger Blvd. too narrow. Several curb openings were widened and the radius at two street connections, Maplecrest and Lobelia, were also widened. At Lobelia, it was necessary to lower the bikeway grade in order to flatten the approach which was too steep and abrupt, causing some cars to drag or scrape the bottom. Extra work orders were used to do the corrective work.

Basically, this job consisted of widening the right (west) shoulder of Terwilliger Blvd. to make room for a bikeway, but in reality, the widening has provided, for the time being anyway, an expensive parking lane. Perhaps later on the City of Portland will pass an ordinance, install "No Parking" signs and find a way to enforce the ordinance, but for the present very few cyclists are using the bikeway. Some of the south bound riders use the bikeway, while very few of the north bound riders do.

In this type of construction, the bikeway grade must follow the existing shoulder grade with very little deviation or revision possible. The irregularities of the shoulder grade are carried on to the top of the curb and become more noticeable and objectionable, but by then it is too late to make any changes. Perhaps the use of plastic markers such as those used in the Oatfield Road (Clackamas County) job would produce a better grade than the extruded curb. Another way to improve the grade would be to call for an overlay over the entire job, or at least to call for an A. C. leveling course on the shoulder.

IF A CONCRETE CURB IS TO BE USED, IT SHOULD BE MORE THAN 4" WIDE AT THE TOP. BY THE TIME THE EDGES ARE ROUNDED OFF, THE LEVEL SURFACE IS AROUND 3½" WIDE. SINCE THE REFLECTORIZED TRAFFIC BUTTONS ARE 4" WIDE, THERE IS AN OVERHANG OF ¼" ON EACH SIDE AND THIS MAKES IT VERY EASY TO DISLODGE THE REFLECTORS. ON APPROACH AND STREET OPENINGS, A DIFFERENT KIND OF REFLECTOR SHOULD BE USED TO DESIGNATE THE OPENINGS AND THEY COULD BE PLACED ON THE SLOPING END OF THE CURB. MOST CERTAINLY, THE STREET CURB OPENINGS SHOULD BE WIDE ENOUGH TO ALLOW FOR A SAFE AND GRADUAL EGRESS. THIS MIGHT REQUIRE WIDENING THE STREET APPROACHES OR INCREASING THE RADIUS BUT IT WOULD BE BETTER AND MORE ECONOMICAL TO HAVE IT DONE AS PART OF THE CONTRACT THAN THROUGH EXTRA WORK ORDERS.

REFERRED TO
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✓ Cole ____ Sample ____
Eriksen F.E. ____ Watson FW
Hager ____ Wolfe ____
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Statement of Overruns and Underruns

S. W. Taylors Ferry Rd-Lewis & Clark Law School
(Portland) Bikeway Section
City Street (Terwilliger Blvd)
Multnomah County
Contract No. 8352

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	PERCENT + OR -
Contract Bid Items	$51,949.00	$48,155.20	-7.30
Anticipated Items			
1. Extra work Orders	500.00	3,197.67	+539.53
2. State Force Orders	6,700.00	6,307.67	-5.86
Contingencies	2,661.71	0	-100
Engineering	5,911.90	9,654.32	+63.22
Total Contract Costs	$67,725.61	$67,314.86	-0.61

STATEMENT OF OVERRUNS AND UNDERRUNS CONT.
CONTRACT NO. 8352

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
1.	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LUMP SUM	100%	100%	0
2.	TEMPORARY SIGNS WORKING AREA WAS SIGNED PROPERLY AND ADEQUATELY, BUT A SLIGHT UNDERRUN STILL OCCURED.	SQ. FT.	200.00	174.25	-12.88
3.	TEMPORARY BARRICADES THE ORIGINAL BID AMOUNT WAS SUFFICIENT.	EA.	1	1	0
4.	FLAGMEN MOST OF THE WORK WAS PERFORMED ON THE SHOULDERS AND ADJACENT RIGHT OF WAY, WITH VERY LITTLE INTERFERENCE TO THE TRAFFIC. AS A RESULT, THE FLAGGING HOURS UNDERRAN CONSIDERABLY.	HOURS	300.0	64.5	-78.5
5.	EMBANKMENT IN PLACE. A FEW AREAS, ESPECIALLY DRIVEWAYS AND STREET APPROACHES HAD ADEQUATE BASE, THUS REDUCING THE EXCAVATION AS WELL AS THE EMBANKMENT QUANTITIES.	CU. YD.	800.0	698.73	-12.66
6.	WATERING	M-GALS.	30	19.5	-35.0
7.	1" - 0 AGGREGATE BASE SEE ITEM NO. 5	TONS.	1610	1198.21	-25.58
8.	CLASS "B" OR "C" ASPHALT CONCRETE ADDITIONAL ASPHALT CONCRETE WAS USED FOR LEVELING PURPOSES AND FOR IMPROVING AS WELL AS EXTENDING THE STREET APPROACHES.	TONS.	970.0	1159.57	+19.54
9.	8" CULVERT PIPE. THREE FIVE FOOT SECTIONS WAS MORE THAN ADEQUATE.	LIN. FT.	16.0	15.0	-6.25
10.	CONCRETE INLETS TYPE G - 1 THE ORIGINAL BID AMOUNT WAS SUFFICIENT.	EA.	1	1	0
11.	CONCRETE CURBS. THE CURB OPENINGS FOR STREET APPROACHES AND DRIVEWAYS WERE WIDENED IN ORDER TO PROVIDE A SAFER EGRESS FROM TERWILLIGER BLVD. THIS ACCOUNTED FOR THE SLIGHT UNDERRUN.	CU. YDS.	32.0	27.19	-15.03
12.	CONCRETE RETAINING WALLS THE ESTIMATED AMOUNT WAS CLOSE ENOUGH.	CU. YDS.	23.0	22.94	-0.3
13.	SIDEWALK RAMPS NO CHANGES REQUIRED.	EA.	3	3	0

Statement of Overruns and Underruns
Contract No. 8352

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
14.	Pipe Handrail See item No. 12	Lin. Ft.	144.0	144.24	+ 0.1
15.	Extra for asphalt approaches One extra approach was required.	Ea.	22	23	+4.5
16.	Bi Directional crystal Type No. 1 markers. The plan quantity was adequate.	Ea.	100	100	0
	E. W. O. No.				
1.	Seed and Mulch The natural growth of grass, weeds and other vegetation during an unusally wet summer greatly reduced the need for any extensive seeding and mulching.		500.00	95.57	-81.0
2.	Relocate mail boxes. Temporary mail boxes had to be moved daily in order to facilitate the construction operations as well as the regular delivery of the mail.		500.00	1046.56	+109.3
3.	Widen Street approaches. The original estimate for this extra work was overestimated.		500.00	449.81	-10.0
4.	Widen curb openings & repave street approach. The original estimate for this extra work was underestimated.		1500.00	1605.73	+7.0
	S. F. C. No.				
1.	Modify Traffic signals. Charges by City of Portland have not been received.		2,500.00	-	-
2.	Bikeway signs. Charges are incomplete at this time.		1,200.00	-	-
3.	Adjust water meters. No charges have been received from the City of Portland.		3,000.00	-	-
	Engineering The services of other crews were required to do the slope staking and to supervise the plant and field paving operations. Since this was the only prefix available, the engineering charges were understandably overrun.		5,916.90	9,654.32	+63.22

8352

13

FINAL WEEKLY REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S. W. TAYLORS FERRY ROAD- LEWIS & CLARK SCHOOL BIKEWY	WEEK ENDING OCTOBER 9, 1976	
	SECTION PREFIX 826 - 1114	
HIGHWAY CITY STREEET(TERWILLIGER)	COUNTY MULTNOMAH	
NAME OF JOB TERWILLIGER BIKEWAY	KIND OF WORK GRADING AND PAVING	
CONTRACTOR GIBBONS AND REED COMPANY	CONTRACT NUMBER 8352	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT MAY 10, 1976	DATE WORK STARTED JUNE 7, 1976	XXXXXX COMPLETION DATE SEPTEMBER 2, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK 3 MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 97
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION $67,725.61		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING $61,810.71	ENGINEERING AUTHORIZATION $5,914.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $56,463.09	ENGINEERING COST TO DATE $7,810.14	DATE PROJECT WAS COMPLETED: SEPTEMBER 2, 1976
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN -8.6 %	PERCENT OF AUTHORIZATION 132.04%	SEMI-FINAL WILL BE SUBMITTED BY NOV. 1, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 PICKUP

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	OVERCAST, TRACE	0		
MONDAY 4	CLOUDY, COOL	0		
TUESDAY 5	CLOUDY, FAIR	0		
WEDNESDAY 6	CLOUDY, FAIR	0		
THURSDAY 7	CLOUDY, WARM	0		
FRIDAY 8	SUNNY, FAIR, WARM	0		
SATURDAY 9		0		

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond OCT 11 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	No Activity
MONDAY 4	Replaced damaged and missing curb markers; cleaning site, etc.
TUESDAY 5	No Activity.
WEDNESDAY 6	State Sign Crew installing bikeway signs.
THURSDAY 7	Finished installing bikeway signs.
FRIDAY 8	No Activity.
SATURDAY	

REMARKS

All contract work complete.
Project ready for final inspection.

SIGNED E Rodriguez LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 3

April 19, 1976

FROM: F. B. Klaboe
Administrator and State
Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29 Bid Letting

TO: FILE

Bids will be opened April 29 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Unity Rock Production Project
   John Day Highway, Baker County

   Rock production project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garden Valley Blvd Interchange
   Pacific Highway, Douglas County

   Grade and pave project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   10-foot shoulders are to be provided.

3. Condon Rock Production Project
   John Day Highway, Gilliam County

   Rock production project

   Same as No. 1

4. Pine Creek Road-Beede Reservoir Section
   Central Oregon Highway, Harney County

   Grading and paving project

   Same as No. 2 except that 6-foot shoulders (4-foot shoulders on double climbing lanes) are to be provided.

5. White City-Linn Road Section
   Crater Lake Highway, Jackson County

   Grading and paving project

   6-foot Class III bikeway will be provided.

6. Little Butte Creek Bridge Section
   Agate Road, Jackson County

   Structure

   Same as No. 2 except that 30-foot 6-inch roadway will be provided.

7. Warner Rock Production Project
   Lake County

   Rock production project

   Same as No. 1.

8. Salmon River Highway at Slick Rock Road Section
   Salmon River Highway, Lincoln County

   Grade and pave project
   Left-turn refuge

   Same as No. 2 except 4-foot shoulders will be provided.

9. DeFord Creek Bridge Section
   FAS 124, Linn County

   Grade, pave and structure

   Same as No. 2 except that 8-foot shoulders on approaches and 41-foot 5-inch roadway on structure will be provided.

10. Malheur River (Russell) Bridge Section
FAP RS-23-122(1), Malheur County

Structure

Same as No. 2 except that 27-foot 5-inch roadway will be provided.

11. Lancaster Drive at State Street Section
FAUS 1615, Marion County

Signals

Same as No. 1.

12. Heppner Rock Production Project
Wasco-Heppner Highway, Morrow County

Rock production project

Same as No. 1.

13. SW Taylors Ferry Road-Lewis & Clark Law School Bikeway Section
Terwilliger Blvd (Portland), Multnomah County

Grading and paving bikeway project

9-foot Class II bikeway to be constructed.

14. West Portland Park and Ride Station
Pacific Highway West, Multnomah County

Building with parking lots and incidental drives and approaches.

Sidewalks, ramps and bicycle racks to be provided.

15. N. Oswego Avenue-N. Burr Avenue (Portland) Section
N. Columbia Blvd (Portland), Multnomah County

Grade and pave project

8-foot Class II bikeway to be provided.

16. NE Union Avenue-NE 82nd Avenue Section
Columbia River Highway, Multnomah County

Headlight glare shield installation

Same as No. 1.

17. SE Foster Road-Oregon City Interchange Section
East Portland Freeway, Multnomah & Clackamas Counties

Illumination project

Same as No. 1.

18. Medical Springs Rock Production Project
Medical Springs Highway, Union County

Rock production project

Same as No. 1.

19. Lostine River (Wolfe) Bridge Section
FAS 32-106, Wallowa County

Structure

Same as No. 2 except 32-foot roadway will be provided.

DES:mc

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

8352

March 9, 1976

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5586

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering construction of the Terwilliger Bikeway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8552 45

January 29, 1976

Board of County Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Nancy Gilliam
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5553

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the Terwilliger Bikeway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)
Please note Legal's comment on blue slip.

8352

13

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

~~SAM R. HALEY~~
~~Deputy Director~~

December 12, 1975

NOTED
E. S. HUNTER

Senator Walter F. Brown
2104 SW Wembley Park Road
Lake Oswego, Oregon 97034

Dear Senator Brown:

Concerning the inquiry which you made of me Tuesday evening I find that the City of Lake Oswego's Master Plan for bikeways was presented to the Transportation Commission's Bicycle Advisory Committee at its November meeting. This plan presumably includes extension of the so-called Terwilliger Bikeway southerly from the Nature Center in Tryon Creek State Park to Lake Oswego; however, apparently no details are available as to the length or estimated cost.

In any event, it is my understanding that funds available for bikeway construction during the current biennium are all committed to projects either now under construction or scheduled to be contracted within the next 18 months. This includes a project scheduled for contracting in April 1976 for extension of the same bikeway northerly from Lewis & Clark Law School to SW Taylors Ferry Road in Portland.

Sincerely,

Ralph Sippreل

R. B. Sipprell
Liaison Engineer

RBS:ob

bcc - F. B. Klaboe
E. S. Hunter ✓
Dave Talbot
Don Shaffer

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR
Info Inves R/D D/R Sign Alt

8352

City of Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 17, 1975

FILE: LOC 17

RRCameron

FROM: ROB CAMERON
Region Locating Engineer

TO: HAL VERSTEEG
Road Design Engineer

SUBJECT: TERWILLIGER BLVD. BIKEWAY
TAYLORS FERRY ROAD-LEWIS & CLARK
LAW SCHOOL SECTION

Herewith are two letters, one each from Multnomah County and the City of Portland, regarding the proposal to overlay Terwilliger Blvd. in conjunction with construction of the bikeway.

Multnomah County does not wish to consider an overlay at this time. Our plans should be revised to eliminate the overlay from the County's part of the project. The City of Portland wishes to do the overlay on their part of the project with their maintenance forces, which they will do before June 1, 1976. Our special provisions should require that the bikeway along the City's part not be paved until the City completes their overlay.

The division between the County and City parts is at station 5+00.

RC/cr
Attachments

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THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

5

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UE 1975 RSC
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ENV LOC

November 4, 1975

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, OR 97202

Dear Ed:

We have looked into your October 27 proposal for overlaying Terwilliger Boulevard between Taylors Ferry Road to near Lobelia Street under your bikeway contract. This section of Terwilliger does require an overlay. However, we prefer to do the overlay with City Maintenance forces.

The City Bureau of Maintenance has indicated that they are giving this project number one priority on their resurfacing list. They will accomplish the overlay before June 1, 1976. If you need this work accomplished sooner, please contact Glen Pierce of this office, telephone 248-4643, and he will make the necessary arrangements.

Sincerely,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

GRP:kp

cc: Al Woods, Maintenance Bureau

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214

November 3, 1975

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P. O.Box 02157
Portland, Oregon 97202

Dear Ed:

Thank you for letting us know about the possibility of an AC overlay on Terwilliger in conjunction with the proposed two-way bikepath.

We feel that Terwilliger is in pretty good shape for about the next five years. Thus, we won't need to consider an overlay at this time.

Thanks again for thinking of us.

Sincerely,

Bob

Robert C. Johnson
Administrative Assistant

RCJ:sr

Ed -
remember me?
worked on I-505 w/ Ed Burke
B

RECEIVED
TE
UE NOV 4 1975
SO REGION 1
ENV LOC

Zinkes

Are we involved in this?

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4296

October 30, 1975.

NOTED
R.D. TRYGSTAD

Mr. L. E. George
Oregon State Highway Building
Room 504A
Salem, Oregon 97310

Dear Mr. George:

Attached is a copy of our proposed modifications at the estimated cost of $2,500.00 for the signal at Southwest Terwilliger Boulevard and Boones Ferry Road to provide for cyclist crossing on the bicycle path.

Due to the signal phasing and the point of crossing it is necessary to add a fourth phase and a second overlap to the existing controller.

If you have any questions, please contact Mike Thompson of this bureau at 248-4199.

Sincerely,

James K. Wilson

J. K. Wilson
Senior Traffic Engineer

JKW:gs
Enclosures

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TRAFFIC ENGINEERING

ESTIMATE FOR REVISION OF

TRAFFIC CONTROL SIGNAL

on

SOUTHWEST TERWILLIGER BOULEVARD AT BOONES FERRY ROAD

	Labor & Material Each	Total
Install 1 - 4 in. pipe post	$200.00	$200.00
Install 2 - 1-way pedestrian signals	150.00	300.00
Install 1 sidewalk junction box	75.00	75.00
Install 10 Feet, 1" conduit	10.00	100.00
Install 260 Feet, 5/c cable	--	100.00
Install 2 pushbuttons with signs	55.00	110.00
Install additional control equipment (2 switch packs, 1 phase module and 2 overlap logic units)	1,250.00	1,250.00
TOTAL MATERIAL AND LABOR		2,135.00
X 10% overhead		213.00
TOTAL ESTIMATE FOR INSTALLATION		2,348.00
Engineering		152.00
TOTAL ESTIMATE		$2,500.00

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 19, 1975

TO Don Harwell
County-City Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Cooperative Construction-Finance Agreement
Taylors Ferry Road-Boones Ferry Road
Terwilliger Bikeway
Multnomah County

Attached is the cooperative construction-finance agreement for the Terwilliger Bikeway, together with the typical section sheet proposed for construction. The agreement appears to be inappropriate and not fit the proposed construction. If the County and the City desire an overlay in conjunction with the bikeway project, a revised agreement will have to be executed with the County and a new agreement with the City.

Mr. Versteeg has split the quantities as follows:

Bikeway Construction --- $56,000

Overlay Construction --- $29,000 (with a split between the County and City to be determined)

Please determine whether or not the City is willing to pay for their fair share of project as outlined. If not, drop the overlays and execute an agreement for bikeway construction.

ESH:ja

Attachment

cc F. B. Klaboe
Victor D. Wolfe
J. H. Versteeg
Ed Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 17, 1975

FILE:

FROM:

TO: Mr. E.S. Hunter
Deputy State Highway Engineer

SUBJECT:
Cooperative Construction/Finance Agreement
Taylors Ferry Road-Boones Ferry Road
Terwilliger Bikeway
Multnomah County

The subject agreement was predicated upon the placement of a 1-1/2-inch overlay on the existing highway (County responsibility) and construction of a 6-foot Class III bikeway on each side (State responsibility). Total length of the proposal is 3,660 feet of which 3,160 feet lies within the jurisdiction of the County. The northerly 500 feet therefore is City responsibility.

Since the agreement involves only the County, it is presumed that it covers only the 3,160 feet within their jurisdiction. The 600 tons of Class "C" asphaltic concrete in the agreement was based upon a width of 21 feet for that length assuming a Class III bikeway.

As a result of a recent meeting (copy of memo attached) it was agreed that a Class II bikeway would be more desirable. This change in concept is supported by (1) the location of Collins View Elementary School which is best served by a Class II facility and (2) the Class II facility is estimated to be $25,000 less expensive than the Class III facility originally conceived. Present plans are based upon implementation of a Class II facility.

With this recent concept, the overlay quantity shown in the agreement should be 900 tons which would cover a 31-foot width for the 3,160 feet, and the County's obligation adjusted to reflect the current plan. This would amount to an increase of $5,000 in their obligation.

The agreement does not correspond with the current plan and there is one of three ways that this can be resolved.

1. Execute the agreement and negotiate for an adjustment in the County's fair share after the project is completed.

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FOR
Info Inves R/D D/R Sign Act File

2. Execute the agreement and leave conditions and terms as indicated.

3. Negotiate a new agreement that will cover the conditions set forth by implementation of a Class II bikeway.

Since it took two years of nagging the County by the Region and our County-City people to get this agreement signed and inasmuch as the estimated cost is $25,000 less than originally anticipated, I recommend that the agreement be executed as it now stands, (Alternate No. 2). This would result in an overall savings to the State and, at the same time, allow for expeditious implementation of the project with a minimum of red tape.

Relative to the 500-foot segment within the City's jurisdiction, there is an agreement with the City of Portland, made in 1973, for their maintenance of the bikeway to Taylor's Ferry Road. This essentially leaves this 500-foot segment not covered by either City or County maintenance. It is possible that the intent was to include maintenance by the City to the County jurisdictional boundary. Perhaps the County-City people should get this clarified so that the 500-foot gap in maintenance can be eliminated.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

WHT:jp
Attach

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 28, 1975

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Terwilliger Bikeway
Multnomah County

TO: MEMO TO FILE

NOTED
E. S. HUNTER

On July 22 Ed Hardt, Region 1 Engineer; Rob Cameron, Locating Engineer; Dick Hofland, City of Portland's Bicycle Route Coordinator, and I met with Glenn Gregg, Vice President of Lewis & Clark College and a member of the Advisory Committee on Bicycles, in Mr. Gregg's office to discuss the type of facility to be provided on the Taylors Ferry Road to Boones Ferry Road Section of the Terwilliger Bikeway.

Mr. Gregg at first thought a Class III facility on both sides of the highway would be the better way to go, largely because students from Lewis & Clark College would be going northerly and, as he said, would have a head of steam up going down the hill and therefore be unwilling to stop and cross the highway to ride a Class II facility on the other side. My thought was that the Class II on the west side of the highway would provide a safer means of travel for those children riding to and from the grade school. This Mr. Gregg understood but still was concerned about cyclists from Lewis & Clark and vicinity remaining on the right hand side of the road and competing with traffic. After he was told that we were providing 4-foot shoulders on both sides in addition to the bikeway, even if it were a Class II, his reaction was, 'let's build the Class II'.

I believe that all present were in agreement with the Class II. Rob Cameron had suggested this in his presentation and Ed Hardt, although he said he didn't really care, seemed to lean toward it. Dick Hofland would have liked to have had a Class II on both sides but I think was happier with the Class II on one side than a Class III facility.

Design Section has been asked to go ahead with the Class II bikeway at the earliest possible date.

DES:jp
cc Glenn Gregg
Dick Hofland
E.S. Hunter
Ed Hardt
Rob Cameron

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Wolfe
FOR

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7-31-75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
June 30, 1975

FROM: MAX KLOTZ
Metro Planning Engineer

SUBJECT: TERWILLIGER BOULEVARD
Pedestrian Bike Path

TO: MEMO TO THE FILE

At the request of David Neset of South Burlingame Neighborhood Association, a meeting was held this afternoon in the planning offices of the city of Portland for the purpose of discussing the proposed pedestrian/bike path along the east side of Terwilliger Boulevard between Barbur Boulevard and Taylor's Ferry Road.

Attending the meeting were: Bob Kyle, City Engineer's office; Ernie Munch and Dick Hofland, city planning office; Mario Martini, city traffic office; Gordon Rata and David Neset both from the South Burlingame Neighborhood Association; and Ed Hardt and me from the Oregon State Highway Division.

David Neset handed out the minutes of the neighborhood association's May 28 meeting and a list of recommendations adopted by the association at that same meeting. Both documents addressed the proposed pedestrian/bike path.

The neighborhood association's recommendations are not too different from the city of Portland's plan until you reach the north end of the project where Terwilliger crosses the I-5 freeway. Here, Terwilliger connects with I-5 through the two ramps, northbound from Terwilliger to northbound I-5, and southbound from I-5 to southbound Terwilliger. There is also a connection with Barbur Boulevard on the west side of the freeway via a traffic circle sort of arrangement.

The neighborhood association is concerned about three things:

1. The safety of the children using the pedestrian/bike paths
2. The large amount of traffic through their neighborhood, primarily from Lake Grove and Lake Oswego
3. The possible loss of front yards and landscaping due to any widening that may come about.

The association does not want an increase in the number of traffic lanes on Terwilliger. If additional width is necessary for an eight foot path, the city of Portland should eliminate the parking and not widen into yard areas.

To make it safe for north bound bicyclists and pedestrians trying to gain access to the I-5 overcrossing structure, the northbound ramp connecting

NOTED
H.S. COULTER

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JUL 1 1975
Office of
Assistant State Highway Engineer

Terwilliger to I-5 should be closed. The association feels that this will also discourage through traffic through their neighborhood. To further discourage travel through their neighborhood they also asked that consideration be given to closing the other ramp as well, thus completely severing the connections between Terwilliger and the freeway. They further request that the Barbur Boulevard-Terwilliger Boulevard connection be redesigned. Bob Kyle said that the Barbur Boulevard connection would be a part of the overcrossing structure replacement project he is promoting.

Mr. Neset said he had looked into the inspection records of the structure and finds the structure is basically sound and needs only a new deck and railings. He recommends consideration be given to just replacing those items, and thus saving much money.

It was decided the matter of closing any ramps should be discussed at a future meeting between Bob Bothman, Don Bergstrom, and Ernie Bonner. Ernie Munch asked that the neighborhood association consider the addition of a third lane to Terwilliger Boulevard for transit purposes only.

pq

cc H. S. Coulter
Ed Hardt

8353 W. Ptld. Park & Ride Sec. 1976
Pac. Hwy. in Portland
(Grad,pav,struc,sign,ill.,sig,etc.)#4

C of A 5491 11-3-75
C of A 5613 4-2-76

1353 B

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-5-6(-)
West Portland Park and Ride

Date: Septmeber 7, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

NOTED
H. S. COULTER

cc: ROW 16

On August 9, 1982, Mr. Schwartz asked for clarification of the FHWA position regarding vending machines and advertising at the site since it was purchased with Interstate funds. We have not been able to identify any policy trends in other areas and there would seem to be some interpretive flexibility in the provisions of Section 111, Title 23, since, in this case, there is no direct access to or from the freeway.

The potential litter problem, increased exposure to vandalism and added maintenance problems are a major concern as well as detracting from the aesthetic quality and atmosphere of a public facility. Advertising would have to be discretely handled so as to not be visible from the highway and not be construed as outdoor advertising. Because of these factors we feel that advertising, vending machines or any other commercial activity is not appropriate on public transportation property unless a strong case can be made for the "public service" advantages. In such instances we would expect a strong committment to high quality maintenance, a tasteful selection of advertising materials and a limited use of appropriate equipment.

G. K.
for Dale E. Wilken

cc: Region (Leland)
UMTA, Seattle (Lavine)

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FOR

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file

cy legal for consideration in response to inquiry about vending elsewhere
JSC

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-5-6(-)
West Portland Park & Ride
(Mr. Schwartz's ltr, 8-9-82)

Date: August 17, 1982

From: Division Administrator

Reply to
Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Schwartz's letter asked for favorable consideration of a proposal to place street-type vending equipment and advertising displays at this Park & Ride station.

We are in the process of researching practice in other areas and will be prepared to respond to that subject in the near future. It may be timely, however, to bring up the issue of maintenance. A recent drive-through inspection of the West Portland Park & Ride revealed several deficiencies that we consider unacceptable.

Because of future transit stations being designed for the Banfield LRT and other proposed facilities, it is important to consider maintenance. In order to achieve a useful return on the investment of public funds, it is necessary to secure a balance between design features and maintenance capabilities. The installation of aesthetic architectural features and special finishes is obviously beyond the available commitment to maintenance.

The attached memorandum from our Area Engineer outlines the specific deficiencies noted during his inspection. The condition as observed is unsatisfactory. Please take immediate steps to correct the maintenance program at this facility.

G. K. Hossner
for Dale E. Wilken

Attachment
Memo, 8-16-82, Area Engineer to Field Oper Engr

cc w/cy attachment:
UMTA, Seattle (P Levine)

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cy- Hunter for info

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-5-6(-)
West Portland Park & Ride
Maintenance

Date: August 16, 1982

From: Area Engineer, Area 6

Reply to Attn of: HFO.6-OR

To: Mr. Glenn K. Hossner, Field Operations Engineer

On August 11, I made an impromptu inspection of the subject facility. I was not accompanied by State Highway Division or Tri-Met personnel. As you know, this facility was financed with Interstate funds. It is being operated and maintained by Tri-Met under agreement with the State Department of Transportation, dated October 30, 1975. In 1978, an inspection was made and several deficiencies noted; however, the conditions were discussed with State and Tri-Met maintenance personnel and corrective action taken. As a result of that action, no report was prepared.

Periodic inspections over the past four years have revealed a continuously deteriorating level of maintenance downward to the current unsatisfactory condition. The primary problem is vandalism, and the facility was not designed with full recognition of that factor. Some fancy architectural features were installed and could not be maintained. Future facilities of this type should be more functionally detailed with materials of less vulnerability to damage.

Specific examples of unsatisfactory maintenance are as follows:

1. Restrooms installed (with Federal funds) for public use have not been open to the public for at least the past 4 years. The maintenance effort could not keep pace with the vandalism. Since there is no intent to open these facilities the signs should be removed, to avoid misleading the patrons. Because of this and other enforcement problems on new Interstate 205 I recommend that Federal transportation funds not be used for restroom facilities on future projects in the Portland Metropolitan Area.

2. Bicycle racks are bent or broken.

3. Pedestrian ramp sign is missing; a sign has been removed from the concrete wall on the north end of the shelter; and a sign at the northeast corner of the parking lot has been destroyed.

4. Indoor ceiling-mounted heating units have been removed, and junction boxes remain uncovered. Ceiling tile missing.

5. A glass pane is missing from the indoor shelter and another missing from the south wing.

6. All benches have been removed from the indoor shelter area. Clock is missing.

7. All but one of the remaining low-level lighting fixtures in the parking lot are broken or nonoperable.

8. Vegetation and weeds are encroaching on the east ramp of the pedestrian overcrossing.

The parking lot surfacing, sidewalks, landscape, and structural features are in satisfactory condition. The above deficiencies detract from the user convenience and visual appeal of the facility. The original facility had decorative benches and low-level decorative lighting. These features should be avoided in future projects, due to vandalism resulting in maintenance costs beyond the commitments of the maintaining agencies.

CT Christianson
C. T. Christianson

Christianson:nig

8353

L.

MAI

DATE: August 9, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: W. E. Schwartz, P.E.
Assistant State Highway Engineer

SUBJECT: West Portland Park & Ride Station

The Oregon State Highway Division - Tri-Met agreement covering operation of the West Portland Park & Ride Station stipulates that Tri-Met's use of the property shall conform to the FHWA rules and regulations. Tri-Met is requesting permission to be allowed to place street-type vending equipment on the property and to place advertising displays on the property (see the attached June 28 letter from Tri-Met for details).

The Highway Division's position is that since this facility is not accessed by the Interstate freeway and, in fact, is not even visible from the freeway, that the usual concerns about usage of an Interstate-funded facility do not apply and we would want to give Tri-Met maximum latitude in the operation of the station. Therefore, we request your favorable consideration of Tri-Met's proposal.

Att.

ELH:cp st

bc H. S. Coulter
E. L. Hardt
R. L. Schroeder

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: July 26, 1982

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: WEST PORTLAND PARK & RIDE STATION

In 1976 the Highway Division constructed, using Federal Aid Interstate funds, the West Portland Park & Ride Station which is located between I-5 and Barbur Blvd. in SW Portland and is accessed by Barbur Blvd. It has no access to the freeway. After completion the station was turned over to Tri-Met for operation and maintenance. I've attached a copy of our agreement with Tri-Met for the project.

Attached you will find a copy of a June 28 letter from Tri-Met in which they request permission to (a) allow street-type vending equipment and (b) place fixed advertising displays on the property. Please refer to their letter for details.

You will note that paragraph 9 of the agreement stipulates that Tri-Met's use of this facility shall conform to the FHWA rules and regulations. I've discussed this proposal informally with Cliff Christianson and Ernie Valach and they have mixed feelings about whether it should be allowed. Therefore, I would propose that we submit this request to them formally and let them react to it. Also, it should be run by Jack Sollis to see if there are any State statutes that might be in conflict. All of this presumes that you have no objection to Tri-Met's proposal. As far as I'm concerned, my feeling is that since we've turned the facility over to Tri-Met for operation that we ought to allow them the maximum latitude in how they operate it, so I would be in favor of approval of their request. I have attached a draft letter for you to use to the FHWA if you so choose.

ELH/cp
Attachments
cc Bill Geibel w/attachments

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STATE HWY ENGR
JUL 29 '82
REFER TO
Sollis
FOR

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Is there any problem w/State or Federal Law that you know
WES

no problem with Ore. Law.
Only the feds can answer for Fed Law.
JS
8-5-82

81-125-1387

Contains Recycled Material

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 SE 17th AVENUE
PORTLAND, OREGON 97202

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June 28, 1982

Mr. Ed Hardt,
Regional Engineer
Oregon State Highway Division
9002 S. E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Ed:

On October 30, 1975, Tri-Met and ODOT entered into an agreement concerning the construction, operation and maintenance of the West Portland Park and Ride Station, now commonly referred to as the Barbur Blvd. Transit Station. Paragraph 9 of the agreement stipulates that the use, operation and maintenance of the Station shall conform to the rules and regulations of FHWA. Paragraph 10 states that Tri-Met shall not collect any fees and other revenues from operation of the Station in excess of the amount required to operate and maintain the Station. Other than the above two paragraphs and a paragraph concerning non-discrimination, the agreement does not provide direction on Tri-Met's ability to allow revenue-producing activities at the transit station.

We have recently received a number of inquiries concerning possible use of the Station for revenue-producing activities. The requests fall into two general categories:

(a) General street-type vending equipment for items such as food (hot dogs, tacos, juice, coffee) and flowers. Equipment would be similar to the removable vending carts used on the downtown mall.

(b) Fixed advertising displays utilizing the same advertising found on the interior and exterior of Tri-Met's buses. The advertising would be controlled by Tri-Met and either affixed to the transit center structure at prescribed locations or placed within free-standing display units.

Prior to responding to the requests we have received, I would like to understand whether or not ODOT and/or FHWA consider such use of the transit center allowable.

With respect to Paragraph 10 of the previously-mentioned agreement, we are convinced that even the combined potential revenue of the above two activities would not cover the cost of maintenance of the facility.

Thank you for your assistance.

Sincerely,

Bob

John R. Post
Director, Engineering and Contracts

JRP:djb

8353

2

September 11, 1979

Safeco Insurance Company of America
1500 S. W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $4,419.29 will be made to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Company, Inc. on Contract No. 8353 for work on the West Portland Park and Ride Section of the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,125,359.99 including the post-final payment. Of the total $68,523.22 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Lord Bros. Contractors, Inc. and
Lord Bros. Equipment Company, Inc.
437 N. Columbia Boulevard
Portland, OR 97217

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8353

September 8, 1980

City of Portland
1220 S. W. 5th Avenue
Portland, OR 97204

AGR 4

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5613

Gentlemen:

Attached for your records are two fully executed copies of a supplemental agreement for traffic signal revisions at the West Portland Park and Ride Station.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

8353

DIRECTOR'S FILE

June 22, 1978

Mr. John F. Grant
7316 S.E. 17th
Portland, Oregon 97202

Dear Mr. Grant:

[illegible]

As a member of the Automobile Club, you have apparently followed the Park and Ride controversy in recent issues of the Club's magazine. In addition to the Club's opposition, you have learned that even though Attorney General opinions attested to the legality of the funding, the Oregon Transportation Commission has voted not to use Highway Funds in similar projects in the future.

Although you state in your letter that the funding was approved over the protest of the Club, the fact is the Club never objected until after the project was completed. The Club never voiced any opinion during the many public meetings prior to construction. These meetings and the project itself received considerable publicity over a period of several years in the Portland newspapers.

So, the Club objected after the fact, and the Transportation Commission declined further participation partly as a result of the Club's position. There isn't much more we can do about this issue and there's little to be gained by continued controversy after the matter is settled.

Nonetheless, Mr. Jackson and I do appreciate your concern about the integrity of the Highway Fund, and the trouble you took to inform us of your views. Such "feedback" is helpful to a public agency, particularly when it is constructive criticism, as yours was.

Sincerely,

Robert A. Burco
Director of Transportation

GB:ks
cc: Mr. Glenn Jackson

State Transportation Commission
Salem, Oregon

7316 S.E. 17th
Portland, Ore. 97202

29 May 1978

Dear Glenn:-

As you stated in tomorrows Oregonian; I get it the night before; the State's road system is in serious trouble without adequate funds for rehabilitation

I can of course, speak only for myself. But, the singular reason I voted against the two cent gas tax was because monies were stolen, robbed and absconded from the highway funds and used to build a Park and Ride lot on Barbur Boulevard at Capitol Highway.

These funds were transfered not only without consent of the people, but under protest of the Oregon State Motor Association, better known as the Automobile Club of Oregon, of which I have been a member for over 30 years.

I state flately. From my point of view, the Department of Transportation, like our City officials, has surrendered to the whims of Tri-met!

Sincerely
John F. Grant

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MAY 31 1978
OFFICE
DIRECTOR of TRANSPORTATION

Robert Burco, Director
State Transportation Department
Salem, Oregon

John H. Grant
7316 S.E. 17th
Portland, Ore. 97202

29 May 1978

Klaboe

Dear Bob:-

Pertaining to your consternation over the defeat of the two cent (.02) gasoline Tax. The singular reason I voted against it on account of no consent was given by the Public for the transfer of funds from the Highway Department to Tri-met for the purpose of building a Park and Ride lot on Barber Boulevard at Capitol Highway.

In fact those monies were transfered under protest of the Oregon Automobile Association; or The Automobile Club of Oregon, as it is now known. an Organization I have been a member of for over 30 years.

From my point of view, both the Transportation Commission and the Transportation Department, as have our Portland City Officials, surrendered to the whims of Tri-Met.

Generally, after a Tax defeat, $7,000,000.00 is found under the [illegible] of the Department intended

Sincerely

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DOT OPERATIONS
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Bell
FOR

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MAY 31 1978
OFFICE

8353 4

☆U.S. GOVERNMEN PRINTING OFFICE 732-628

STATE COPY

cc: State (H. S. Coulte.,
Washington, D.C. (HHO-32)

5-2-79

U.S. D RTMENT OF TRANSPORTATION
FED AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-2-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-5-6(85)296
COMPLETION DATE 9-23-77	ACCEPTANCE DATE BY CONTRACT AGENCY 12-15-78	TIME ELAPSED 107 %	CONTRACT TIME 400 CD
APPROVED EXTENSIONS 53 CD	LOCATION S.W. Portland @ I-5, Barbur, Capitol Hwy. Intersection		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. PORTLAND PARK & RIDE

This project provided a major Park & Ride facility in the I-5 corridor south of the Portland CBD in the "W. Portland" community. The final cost of the project, including engineering and contingencies, was $2,430,122.98 representing an 8 percent overrun. This includes assessment of liquidated damages.

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cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE CT Christianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5-3-79	TITLE Field Operations Engineer	DATE 5-3-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8353-26 State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel* 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * Oregon	COUNTY Multnomah	FEDERAL PROJECT NO. * I-5-6(85)296	URBAN (X) * RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
CARD A		CONSTRUCTION TYPE CODES		Y108 Y009		DATE STARTED * 5-19-76
	20	FINAL CONSTRUCTION COST*	DOL.	2,148,299		DATE COMPLETED * 9-23-77
	21	LENGTH OF PROJECT	MILES	0.00		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR * *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 34,230	GROSS EARNINGS 354,623.00
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	1,407,162.00	
	9	PETROLEUM PRODUCTS *	GAL.	21,040	
	1	CEMENT	BBL.	742	
CARD C	2	AGGREGATES PURCHASED	TON.	12,093	
	92		CU. YD.	15,972	
	3	BITUMINOUS MATERIAL	GAL.	118,139	
	4	LUMBER	THSD. BD. FT.	105	
CARD D	5	TIMBER PILING	LIN. FT.	0	
	7	REINFORCING STEEL	LB.	178,000	
	8	STRUCTURAL STEEL	LB.	260,500	
	10	EXPLOSIVES	LB.	0	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	3,195	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	7,981	
	15	AGGREGATES PRODUCED	TON	0	
	95		CU. YD.	0	
CARD F	16	MISCELLANEOUS STEEL	LB.	58,000	
	17	FENCING	LIN. FT.	1,450	
	18	GUARDRAIL	LIN. FT.	0	
	19	BRIDGE RAIL	LIN. FT.	0	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	7,370.00	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	95,565.00	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70 [redacted]

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		6"	2,310
		8"	1,632
		10"	700
CARD J	13	CONCRETE PIPE	
		4"	37
		8"	282
		10"	491
		12"	2,055
		15"	395
		18"	107
		21"	415
		24"	993
CARD K	14	CLAY PIPE AND DRAIN TILE	
		0	0
CARD L	25	CORR. ALUMINUM CULVERT	
		0	0
CARD M	26	CAST IRON PIPE	
		4"	322

* MUST BE REPORTED ON ALL REPORTS   REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

335

8

March 29, 1979

H. R. Ferrance
Director of Credit & Collections
The Singer Company, Link Division
Binghamton, NY 13902

Dear Mr. Ferrance:

Thank you for your letter of March 21, 1979, advising us that you have received $5,973.08 on your claim filed in April of 1978 which reduces the amount Hansen Electric Company owes your company to $8,263.92.

This is in reference to Contract No. 8353, Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Inc., for the West Portland Park & Ride project in Multnomah County.

This information is being noted in our records and we will advise the surety and prime contractor.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc
Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Lord Bros. Contractors, Inc.,
and Lord Bros. Equipment Co., Inc.
437 N. Columbia Boulevard
Portland, OR 97217

noted on card
da

SINGER
AEROSPACE AND MARINE SYSTEMS

LINK DIVISION

March 21, 1979
HRF: 79-081

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Gentlemen:

On April 27, 1978, The Singer Company filed a notice to protect against bond(s) on Lord Bros. Contract No. 8353 for the West Portland Park and Ride Section in Multnomah County. The notice advised that Hansen Electric Company owed to The Singer Company for material furnished on this job an amount of $14,237.00.

Please be advised that, since that time, a payment was received in the amount of $5,973.08, reducing the amount owed to The Singer Company on this job to $8,263.92 as of this date.

Very truly yours,

H R Ferrance
H. R. Ferrance
Director of Credit and Collections

HRF/bks

NOTED
C. W. HEAD

RECEIVED
MAR 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

THE SINGER COMPANY LINK DIVISION BINGHAMTON, NEW YORK 13902 TELEPHONE 607/772-3011

8353

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 2, 1979

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Hap Brown
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Gentlemen:

This project has been finalled. We hereby release the $10,000.00 deposit held in lieu of retainage on this contract.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

853 8

December 19, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 18 we wrote to you concerning release of final payment on Contract No. 8353 awarded to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Inc., for work on the West Portland Park & Ride Section of the Pacific Highway in Multnomah County.

The total contract amount is $2,120,940.70 including $64,103.93 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Lord Bros. Contractors, Inc.,
& Lord Bros. Equipment Co., Inc.
437 N. Columbia Blvd.
Portland, OR 97217

bc C. T. Keasey
Walt Hart
Ed Hardt

8353

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1978

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208
ATTENTION: Hap Brown, Asst. Operations

Oregon Mutual Savings Bank
234 S.W. Broadway
P.O. Box 2882
Portland, OR 97272

ATTENTION: Don Prows , Vice President

RE: Lord Bros. Contractors, Inc.
Contract 8353

Gentlemen:

This letter acknowledges release of securities on deposit in accordance with Lord Bros. Contractors, Inc. letter of Sept. 5, 1978.

The remaining certificate is No. 17023 for $10,000.00 retained by The Oregon Bank.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
~~R. Church~~
C.W. Barrett, Jr. (Att.)

NOTED
C.W. HEAD

Form 734-3122 (Rev 7-77)

8353

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1978

Lord Bros. Contractors, Inc.
P.O. Box 17197
Portland, OR 97217

Attention: A.W. Cross

Re: Contract 8353

Gentlemen:

Retainage requirements on this project have been reduced to $10,000.00. You presently have $70,000.00 securities deposited in lieu of retainage. $60,000.00 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: The Oregon Bank
Oregon Mutual Savings Bank

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8353

8

August 25, 1978

Safetran Systems Corporation
Traffic Systems Division
3281 Scott Blvd.
P. O. Box 527
Santa Clara, CA 95050

Attention: Walter D. Willett
Credit Manager

Gentlemen:

Thank you for your letter of August 21, 1978, informing us that you received $22,895.32 in connection with your claim filed against Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Inc., Contract No. 8353 in Multnomah County.

Your letter states this leaves a balance of $6,600 which remains to be resolved between the respective parties.

This information will be noted in our records and we will advise the surety and prime contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Lord Bros. Contractors, Inc., and
Lord Bros. Equipment Co., Inc.
437 N. Columbia Blvd.
Portland, OR 97217

NOTED ON CARD
8-25-78 kr.

Safetran Systems Corporation Traffic Systems Division
3281 SCOTT BLVD. • P.O. BOX 527 • SANTA CLARA, CA 95050 • AC 408 241-9606

August 21, 1978

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310
Attn: Mr. Cecil Head

Subj: Claim against State of Oregon; Contract No. 8353
West Portland Park and Ride Section

Dear Mr. Head:

Please refer to my letter of 3-1-78 in which we made a claim for monies owed in the amount of $24,495.32. We have today received a payment on account for $22,895.32. This leaves a balance of $6,600.00 which remains to be resolved between the respective parties.

Please adjust our claim to the new amount of $6,600.00. Acceptance of the above mentioned partial payment is without prejudice to our rights.

Thank you.

Sincerely,

Walter D. Willet
Walter D. Willet
Credit Manager

WW:kk

cc: Lord Bros.
Hansen Electric

NOTED
C. W. HEAD

RECEIVED
AUG 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8353

8

July 31, 1978

To - R. A. Burco - Director

From - Ted Spence - Policy & Planning Coordinator

Subject: Oregon Department of Transportation Support of CRAG Regional Systems Planning

SEE: INT 9-34

8353

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. PORTLAND PARK AND RIDE

WEEK ENDING: June 3, 1978

SECTION PREFIX: 626-1064

HIGHWAY: PACIFIC

COUNTY: MULTNOMAH

NAME OF JOB: W.Portland Park and Ride

KIND OF WORK: BUILDING
GRADING-PAVING-SIGNING-ILLUNINATION-SIGNALS-LANDSCAPING

CONTRACTOR: Lord Bros. Contractors, Inc.

CONTRACT NUMBER: 8353

FEDERAL AID PROJECT NUMBER: I-5-6(85)296

DATE OF CONTRACT: May 11, 1976

DATE WORK STARTED: May 19, 1976

ESTIMATED COMPLETION DATE: June 29, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 400

CALENDAR DAYS USED: 486

w/ 1-24-78 Added Authorization

PROJECT AUTHORIZATION $ 2,394,628.00

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 121%

w/ added 1-24-78

EXCLUSIVE OF ENGINEERING $ 2,124,628.00

ENGINEERING AUTHORIZATION $ 270,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,159,628.00

ENGINEERING COST TO DATE $ 280,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 2 %

PERCENT OF AUTHORIZATION 104 %

DATE PROJECT WAS COMPLETED: 9-23-78* See Remarks.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
5-28-79 SUNDAY	Cloudy			
29 MONDAY	Clear			
30 TUESDAY	Clear			
5-31-78 WEDNESDAY	Clear - Warm			
6-1-78 THURSDAY	Clear - Warm			
2 FRIDAY	Clear - Warm			
6-3-78 SATURDAY	P. Cloudy			

K

RECEIVED
JUN 6 1978
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Ueg.
Intoes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5-28-78 SUNDAY	No work.
29 MONDAY	No work. Holiday.
30 TUESDAY	No work.
5-31-78 WEDNESDAY	No work.
6-1-78 THURSDAY	No work.
2 FRIDAY	No work.
6-3-78 SATURDAY	No work.

REMARKS

All work completed except some traffic signal problems. These will be completed as soon as materials or parts are received.

This will be the last weekly report submitted until work resumes.

SIGNED Erle L Calhoun LOCATION 9250 N.E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, Res. Eng 'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8353

8

5261

FILED
10 1978
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1978

The Singer Company
Link Division
Binghamton, New York 13902

Attention: H. R. Ferrance
Director of Credit & Collections

Gentlemen:

This is in reply to your letter of April 27, 1978, advising us that Hansen Electric Company owes you $14,237 for traffic equipment.

This appears to be in reference to the Lord Bros. Contract No. 8353 for the West Portland Park and Ride Section in Multnomah County.

The Safeco Insurance Co. of America through Fred S. James and Company of Oregon furnished the performance bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
5-18-78

CWH:fkn

cc Lord Bros. Contractors, Inc.
and Lord Bros. Equipment Co., Inc.
437 N. Columbia Blvd.
Portland, OR 97217

RECEIVED
MAY 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Safeco Ins. Co.
1500 SW First Avenue
Portland, OR 97201

Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SINGER
AEROSPACE AND MARINE SYSTEMS

LINK DIVISION

27 April 1978
HRF: 78-156

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. Cecil Head

Subject: Claim against State of Oregon Contract #8353, West Portland Park and Side Section

Dear Mr. Head:

The Singer Company supplied traffic equipment on subject contract to Hansen Electric Company in the amount of $14,237.00. The prime contractor was Lord Bros. with Hansen Electric acting as a sub. To date, Hansen Electric has not made payment to The Singer Company in this amount. Hansen Electric has submitted a claim of back charges to us through Safetran in the amount of $1,663.92. I understand there was a performance and or payment bond on this contract. Please accept this letter as a notice to protect the Singer Company's interest against the bond(s).

I would appreciate an acknowledgement of this notice. Thank you for your cooperation.

Very truly yours,

THE SINGER COMPANY

H R Ferrance
H. R. Ferrance
Director of Credit
and Collections

HRF/sgr

cc: Walter Willet - Safetran

NOTED
C. W. HEAD

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

THE SINGER COMPANY LINK DIVISION BINGHAMTON, NEW YORK 13902 TELEPHONE 607/772-3011

8353

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1978

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Hap Brown
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Gentlemen:

We have received notification of the following replacement of savings certificates:

Matured CD	Amount	New Cert.	Maturity Date
9820	$10,000.00	17012	June 12, 1978
9825	5,000.00	17015	June 18, 1978

There is no charge in the total amount of securities deposited in lieu of retainage.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

NOTED
C. W. HEAD

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. CHurch
C.W. Barrett, Jr. (Att.)

8353 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 12, 1978

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Hap Brown
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Gentlemen:

We have received notification of the following replacement of savings certificates:

Matured CD	Amount	New Cert.	Maturity Date
9834	$10,000.00	17020	July 4, 1978
9835	10,000.00	17021	July 1, 1978
9837	10,000.00	17022	July 3, 1978
9836	10,000.00	17023	July 1, 1978

There is no change in the total amount of securities deposited in lieu of retainage.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

NOTED
C. W. HEAD

JJK:cw

cc: Lord Bros. Contractors, Inc.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

March 27, 1978

Ms. Betty Gallucci
5211 SW Madrona
Lake Oswego, Oregon 97034

Dear Ms. Gallucci:

There are several transit-related projects currently underway in the Portland area, including the new downtown transit mall.

Absolutely no money from the state highway fund was used for this project. The money came from Tri-Met sources, the state general fund and the federal government.

Another recently completed project is the West Portland Park and Ride Station along I-5. This is the project referred to in the newspaper article. As stated in the article, such highway related uses of highway funds are legal and the state Department of Transportation paid for 8 percent of that project with highway user taxes.

During recent years, highway revenues have not kept pace with rising costs, and the Transportation Commission has instructed the state agency not to use such funding for further park and ride type projects.

Sincerely,

Governor

RWS:cb

bcc: Dept. of Transportation

3-28-78
cy R[illegible]

RECEIVED
STATE HWY ENGR
MAR 28 '78
REFER TO
FOR

COPY

DOT

LAKE GROVE REALTY

Telephone 636-6933
5211 S. W. Madrona Street, Lake Oswego, Oregon 97034

000142

Please prepare draft reply
for Governor's signature
by 3/21
Thank you.

PLEASE RETURN
ORIGINAL LETTER

Governor Straub

I cant believe that this is true - That the tax dollars that were apportioned to go for roads are being used to build a 8 Million dollar transit parking mall?

Tell me it isnt true -

Betty Galluccia
5211 S W Madrona
Lake Oswego Ore
97034

MAR 15 [illegible]

PPS FILE T/A

RECEIVED
STATE HWY ENG

MAR 14 '78

REFER TO
Bachman

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

northwest

Our tax dollars from Gas Sales

Redden OKs road funds for transit station

SALEM (UPI) — Attorney General Jim Redden said Wednesday that it is all right to use highway funds for a Portland transit station.

The question was asked by the Department of Transportation after it was raised by the secretary of state's office. The office questioned the use of highway money for the transit station in an audit of the department released Tuesday.

The $2.8 million station on Barbur Boulevard has parking for 288 cars and an area for buses to park during layovers. There are restroom facilities and a covered waiting area for bicycles and people using the station.

Redden said, "The station provides a terminus for highway users, and its facilities are designed to increase the convenience of highway use."

He said, "The passenger pickup area, like the restrooms and other covered parking facility areas, certainly contributes toward increasing the utility of the parking facility, and thereby increases convenience of use of the highways."

The fact that the facility also contributes toward increased convenience of mass transit does not detract from the fact that it serves a "highway purpose" and benefit highway users, Redden said.

In releasing the agency audit Tuesday, Secretary of State Norma Paulus said the Transportation Department should be commended for its efforts to improve its accounting system.

"Most state agencies do not have an adequate accounting system," she said. "When we find one that is actively working to improve its system, we want the public to know about it."

She said that during the several months while the audit was being completed, the auditors made suggestions for improvements in the Transportation Department's accounting system and that the suggestions are being carried out.

However, the final audit, for the period from July 1974 to June 1976, questioned the use of highway funds for construction of the West Portland Transit Station on Barbur Boulevard.

The audit said, "While the use of highway funds for purposes related to mass transit has been addressed in several attorney general's opinions, it remains a gray area in the law."

The audit noted that it is difficult to determine at what point such a facility ceases to be a parking facility for the convenience of the highway user and becomes directly connected to the operation of the mass transit system.

The audit also questioned spending money for the Oregon Parks Foundation, a non-profit, private corporation designed to acquire, preserve and improve land for public park and recreation.

Mrs. Paulus said, "We were unable to find any legal authority for the department to subsidize the foundation."

She also noted that a state employee acted as coordinator for the foundation for three years, with $40,965 spent for salary, travel and office supplies.

In addition, Mrs. Paulus said, there has been "an undetermined amount of cost incurred" for the benefit of the foundation in activities within the office of state parks superintendent and in office space and support services for persons who have worked on behalf of the foundation.

Both Transportation Commission Chairman Glenn Jackson and state Parks Superintendent David Talbot serve as directors of the foundation.

Mrs. Paulus said she has requested an attorney general's opinion on the legality of that arrangement.

8353

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 17, 1978

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Hap Brown
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Gentlemen:

We have received your letter indicating certificate of deposit 9815 has been replaced by 9850 for the same amount ($5,000) maturing May 9, 1978.

There is no charge in the total securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

NOTED
C. W. HEAD

cc: Lord Bros. Contractors, Inc.

bc: **C.W. Head**
~~**R. Church**~~
C.W. Barrett, Jr. (Att.)

7353

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 28, 1978

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Glenn:

Jack Sollis advises that at the Commission meeting in Coos Bay, you indicated that you wanted to furnish a copy of the enclosed resolution concerning park-and-ride stations to Bob Knepper. Therefore, I am sending you a copy of that resolution for your transmittal.

Sincerely,

Robert A. Burco
Director of Transportation

Enclosure

bc Jack Sollis
George Bell
Cecil Head
F. B. Klaboe
H. S. Coulter
E. S. Hunter

NOTED
F. B. KLABOE

RECEIVED
DOT OPERAT[illegible]
MAR 1 '78
REFER TO
FOR
Info Inves [illegible] File

RESOLUTION

WHEREAS, Highway revenues are declining and there is a critical need to utilize highway revenues to operate and maintain existing highways; and

NOW, THEREFORE, BE IT RESOLVED BY THIS Oregon Transportation Commission as follows:

> "No Highway Trust Funds shall be used in construction of Park and Ride Stations or any other function not directly related to or benefiting highway users."

This resolution shall be entered in the minutes and records of the Oregon Transportation Commission this 22nd day of February, 1978 as Miscellaneous Resolution No. 261.

Glenn L. Jackson

Mike Hollern

Tom Walsh

8353.

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1978 5250

FILED
MAR 8 1978
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
MAR 8 1978
NORMA PAULUS
SECRETARY OF STATE

Safetran Systems Corporation
Traffic Systems Division
3281 Scott Blvd.
P. O. Box 527
Santa Clara, CA 95050

Attention: Walter D. Willet
Credit Manager

Gentlemen:

This will acknowledge receipt of your claim letter of March 1, 1978, informing us that Hansen Electric, subcontractor, owes you for equipment in the amount of $29,495.32.

This appears to be in connection with the Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Inc., Contract No. 8353, West Portland Park & Ride project in Multnomah County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
3-10-78 (for)

CWH:dda

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Lord Bros. Contractors, Inc.,
& Lord Bros. Equipment Co., Inc.
437 N. Columbia Blvd.
Portland, OR 97217

NOTED
C. W. HEAD

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Safetran Systems Corporation Traffic Systems Division
3281 SCOTT BLVD. • P.O. BOX 527 • SANTA CLARA, CA 95050 • AC 408 241-9606

March 1, 1978

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Cecil Head

SUBJECT: Claim Against State of Oregon Contract #8353, West Portland Park & Side Section

Dear Mr. Head,

We were suppliers of traffic signal equipment on the above contract. An initial part of the equipment was supplied by The Singer Company. Safetran acquired the Traffic Operation on 5/16/77 and completed the order. We were supplier to the sub-contractor, Hansen Electric. The general contractor on the job is Lord Bros. Hansen Electric Company has failed to pay us $29,495.32 though we have made numerous requests for this amount.

A penalty of $6,600.00 for 33 days overrun has been levied. Hansen alleges we were responsible for the overrun, which we flatly deny. We regard it entirely Hansen's fault. We will be happy to supply substantiation for our position, if you desire. We understand there was a performance and/or payment bond on this job. This notice is being provided to protect our interests. Following are the invoices billed by Safetran.

Invoice #269 for $11,495.32 dated 7/29/77
Invoice #690 for $10,479.00 dated 10/31/77
Invoice #763 for $ 7,521.00 dated 11/21/77
TOTAL $29,495.32

Please advise if there are any questions. We would appreciate your acknowledging our unpaid claim. Thank you.

Sincerely,

Walter Willet
Walter D. Willet
Credit Manager

WDW:sm

cc: H. R. Ferrance, Singer

RECEIVED
MAR 6 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Corporate Offices • 7721 NATIONAL TURNPIKE, LOUISVILLE, KENTUCKY 40214 • AC 502 361-1691

[illegible]

26-1994
(Carpool)

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S W YAMHILL STREET
PORTLAND, OREGON 97204
(503) 238-4844

February 22, 1978

Mr. Robert Bothman
Metro Administrator
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

Enclosed you will find a copy of the results of Tri-Met's 1977 survey of Park and Ride lots. Overall, the lots had a 38% increase in total users since 1976.

Highlights of the survey indicated that:

______ Of the 78 Park and Ride lots under contract to Tri-Met, 20 lots accounted for 77% of the total users.

______ Most of the Park and Ride lot users, 91%, use the lots to catch a bus; 6% carpool from the lots.

______ A majority of the respondents, 69%, occasionally patronize businesses adjacent to the lots.

______ At least 75% said that the availability of the lots influenced them to ride the bus or carpool.

Of special interest to you may be the report on the Barbur Boulevard Transit Station. Although open less than two months at the time of the survey, it was the second most used facility in the system, with an average of 188 cars on the days of the survey. As you know, other counts indicate the lot there is frequently full to capacity.

Sincerely,

Lana Nelson

Lana Nelson, Manager
Customer Development

LLN/vb
Enclosure

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAR 13 '78
REFER TO
Bill
FOR

Info	Inves	R/D	D/B	Sign	Act	File

3/24

RESULTS OF

BARBUR BOULEVARD TRANSIT STATION SURVEY

Conducted

October 12 and 18, 1977

Prepared by:

Maureen Bressler & Pier Ormond
Tri-Met Marketing Department

December, 1977

BARBUR BOULEVARD TRANSIT STATION SURVEY SUMMARY

The Barbur Boulevard Transit Station (BBTS) was surveyed by Tri-Met staff on October 12 and 18, 1977 as part of Tri-Met's annual survey of Park and Ride lots. The survey involved two counts of occupancy and placement of a mail-back questionnaire on auto windshields. Occupancy of the station was 200 on October 12th and 176 on October 18th. Survey forms were distributed to 281 total users. Of these, 48% were returned for tabulation.

- While 70% of the respondents use the lot 4 or more days per week, the percentage - 11% - of occasional users is almost twice that for the Park and Ride system as a whole.
- BBTS users travel the same distances as the average Park and Ride lot user; 69% reported traveling more than 2 miles to the lot while 10% travel 10 miles or more.
- Respondents use the BBTS to catch a bus in 96% of the cases. About 2% use the lot to carpool as compared to 6% of all Park and Ride lot users.
- Line numbers 44 and 41 were the most popular of the four lines serving the station; 45% of the respondents listed Line #44, and 34% listed Line #41.
- Nearly all - 96% - of the BBTS users arrived at the lot alone in their cars. About 4% arrived in a carpool.
- A smaller percentage - 55% - of BBTS respondents patronize adjacent businesses than the 69% of all Park and Ride lot users who do so.
- About 87% of the users were destined for downtown Portland; 11% use the lot to commute to Salem.
- Only 62% of BBTS users as compared with 75% of all Park and Ride lot users indicated that the availability of the lot influenced them to ride the bus or carpool.
- Over half of BBTS respondents wrote comments on their survey forms. Of these, a majority - 59% - expressed thanks or satisfaction with the facility. Nearly 49% made suggestions for improvements but only 6% had complaints.

BARBUR BOULEVARD TRANSIT STATION SURVEY REPORT

#	QUESTION	ANSWERS	# RESPONSES	TOTAL	PERCENT	TOTAL
1	How long have you been using this Park & Ride lot?					
		less than 3 months	120		95 %	
		3 - 6 months	6		5 %	
		7 - 12 months	1		0 %	
				127		100%
2	How often do you use this lot?					
		4 or more days per week	93		70 %	
		2 - 3 days per week	23		17 %	
		1 day a week	3		2 %	
		Occasionally or infrequently	15		11 %	
				134		100%
3	How far did you travel from your home to this Park & Ride lot?					
		less than .5 miles	3		2 %	
		.5 - .99 miles	9		7 %	
		1 - 1.99 miles	29		22 %	
		2 - 2.99 miles	21		16 %	
		3 - 4.99 miles	24		19 %	
		5 - 6.99 miles	24		19 %	
		7 - 9.99 miles	7		5 %	
		10 or more miles	13		10 %	
				130		100%
4	For what purpose do you use the lot?					
		to catch a bus	131		96 %	
		to ride in a carpool	3		2 %	
		other	2		2 %	
				136		100%
4a	For those who use the station to catch a bus, what is the line number of your bus?					
		Line #41	44		34 %	
		Line #42	8		6 %	
		Line #43	3		2 %	
		Line #44	59		45 %	
		Salem Commuter Bus	11		8 %	
		Unspecified Line	6		5 %	
				131		100%

#	QUESTION	ANSWERS	# RESPONSES	TOTAL	PERCENT	TOTAL
4b	For those who use the station to ride in a carpool, how many members in your carpool?	3 members	1		33 %	
		4 members	2		67 %	
				3		100%
5	How did you arrive at this lot?	drove alone in my car	131		96 %	
		as a member of a carpool	5		4 %	
				136		100%
6	Do you also patronize adjacent businesses on the same trip?	often	26		21 %	
		occasionally	43		34 %	
		never	57		45 %	
				136		100%
7	Please identify the intersection closest to your destination.	Downtown	104		87 %	
		Salem	13		11 %	
		Other	3		2 %	
				120		100%
8	Did availability of this lot influence you to ride the bus or join a carpool?	Yes	81		62 %	
		No	50		38 %	
				131		100%
9	We welcome your comments and/or suggestions for improvements.	Thank you and/or satisfaction	41		59 %*	
		Complaint	4		6 %*	
		Suggestion	34		49 %*	
				79		

* Percentages based on 69 respondents

TABLE 1
BARBUR BOULEVARD TRANSIT STATION SURVEY
October 12 and 18, 1977
Lot Count and Survey Cards Distributed

First Count (Oct. 12)	Second Count (Oct. 18)			Total Users	Total Cards Returned	Percent Returned
	New	Repeat	Total			
200	81	95	176	281	136	48%

RESULTS OF PARK AND RIDE LOT SURVEY

Conducted

October 11 - 18, 1977

Prepared by:

Maureen Bressler & Pier Ormond
Tri-Met Marketing Department

December, 1977

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SUMMARY OF SURVEY RESULTS

In October, 1977, a survey of Park and Ride lot usage was conducted by Tri-Met staff members. The survey involved two counts of Park and Ride lot occupancy and placement of a mail back card questionnaire on auto windshields. A total of 2,118 cards were distributed to 2,132 users of the lots. Of these, 48% (1,011) were returned.

- The Park and Ride lot system had a net gain of three lots and a 38% increase in total users since the 1976 survey was conducted.
- Of the 78 lots under contract, 20 lots had 20 or more cars on at least one count and accounted for 77% of the total users; only 8 lots had no cars on either count.
- Two of the newest lots - Barbur Transit Station and Oregon City Park and Ride - which had been open less than six months at the time of the survey, are utilized to at least 2/3 of their capacity.
- Approximately 36% of the respondents reported using the Park and Ride lots less than 3 months while 30% have used them more than a year.
- A sizeable majority - 79% - use the lots regularly - 4 or more days a week.
- Most of the respondents - 66% - travel over 2 miles to the Park and Ride lots; 9% travel 10 or more miles.
- Respondents use the lots to catch a bus in 91% of the cases; 6% do so to ride in a carpool.
- Line #57 was the most frequently used by Park and Ride lot respondents. About 26% indicated they ride this line while 12% ride Line #91 and 10% ride Line #44. Bus Pool riders account for about 6% of Park and Ride lot users.
- Nearly all - 94% - of Park and Ride lot users drive alone in their cars to the lots; 5% arrive in a carpool.
- A majority - 69% - of the respondents patronize adjacent businesses at least occasionally.
- About 82% of the users indicated they were destined for downtown Portland.
- At least 75% of the respondents reported that the availability of the lots influenced them to ride the bus or carpool.

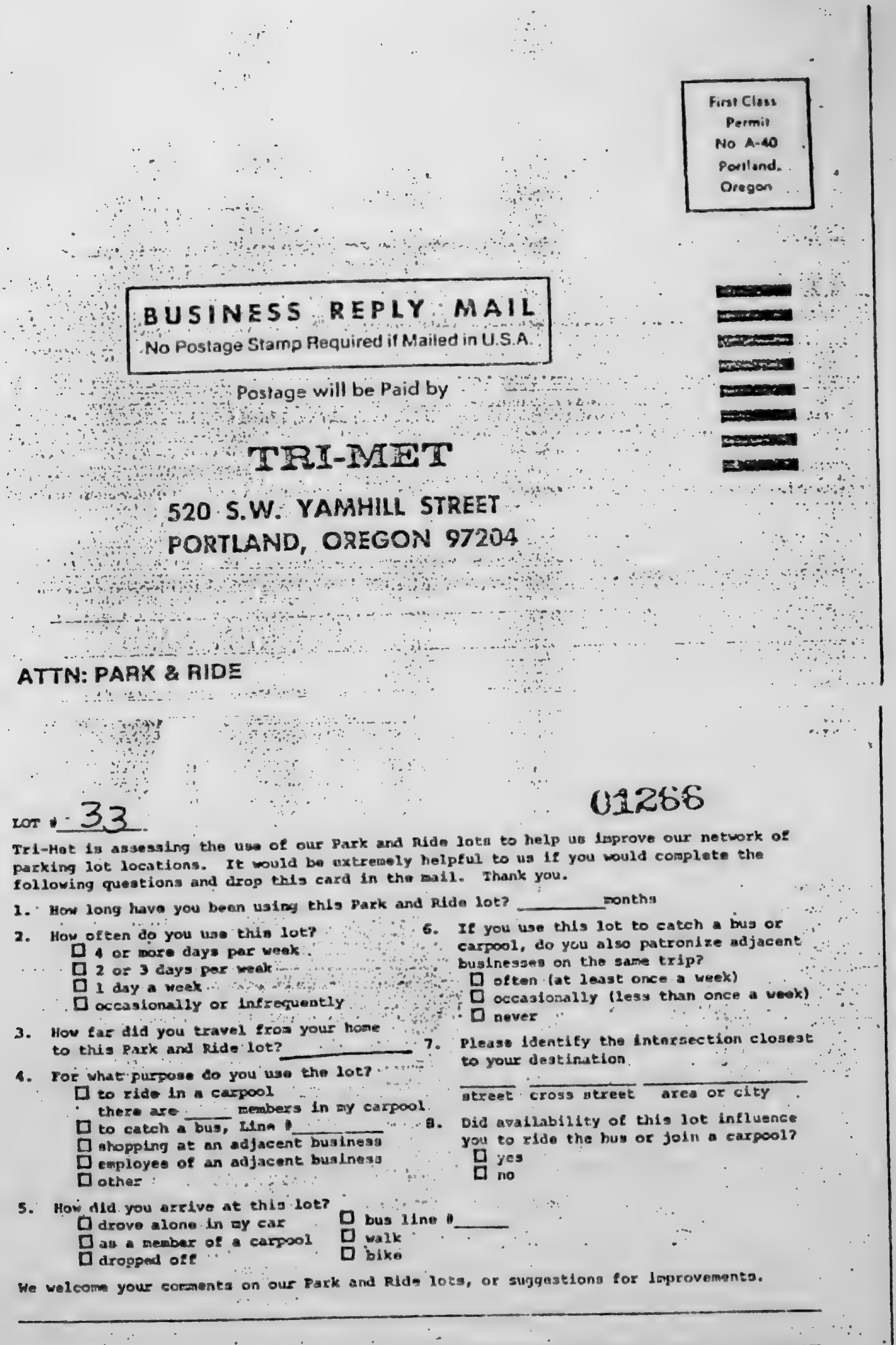
SURVEY DESIGN

A survey of Park and Ride lot usage was conducted during the period of October 11 - 18, 1977. Each lot in the system was visited twice, with the second visit made on a different day of the week, and, if possible, at a different time of the day than the first visit. All lot counts were done between the hours of 8:30 a.m. and 4:00 p.m.

On the first visit, a pre-numbered survey card was placed on the windshield of each vehicle in the lot. On the second visit, license numbers of cars were compared with the list from the first count, and the vehicle was recorded as either a repeat or a new vehicle, and cards were placed on all vehicles that were not there for the first count.

The cards placed were postage-paid, mail-back questionnaires, that were pre-marked with the Park and Ride lot number where they were distributed. A total of 1,482 cards were distributed on the first visit, and 650 on the second visit for an overall total of 2,118 survey forms distributed to 2,132 users. On the second visit to the Beaverton Park and Ride lot the surveyor ran out of questionnaires so 14 users of that lot did not receive cards. Of the 2,118 forms distributed, 1,011 cards were returned for tabulation.

SURVEY INSTRUMENT



First Class
Permit
No A-40
Portland,
Oregon

BUSINESS REPLY MAIL
No Postage Stamp Required if Mailed in U.S.A.

Postage will be Paid by

TRI-MET
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204

ATTN: PARK & RIDE

LOT # 33 01266

Tri-Met is assessing the use of our Park and Ride lots to help us improve our network of parking lot locations. It would be extremely helpful to us if you would complete the following questions and drop this card in the mail. Thank you.

1. How long have you been using this Park and Ride lot? ________ months
2. How often do you use this lot?
   - ☐ 4 or more days per week
   - ☐ 2 or 3 days per week
   - ☐ 1 day a week
   - ☐ occasionally or infrequently
3. How far did you travel from your home to this Park and Ride lot? ____________
4. For what purpose do you use the lot?
   - ☐ to ride in a carpool
     there are _____ members in my carpool
   - ☐ to catch a bus, Line # ________
   - ☐ shopping at an adjacent business
   - ☐ employee of an adjacent business
   - ☐ other
5. How did you arrive at this lot?
   - ☐ drove alone in my car
   - ☐ as a member of a carpool
   - ☐ dropped off
   - ☐ bus line # ______
   - ☐ walk
   - ☐ bike
6. If you use this lot to catch a bus or carpool, do you also patronize adjacent businesses on the same trip?
   - ☐ often (at least once a week)
   - ☐ occasionally (less than once a week)
   - ☐ never
7. Please identify the intersection closest to your destination
   ________ ________ ________
   street cross street area or city
8. Did availability of this lot influence you to ride the bus or join a carpool?
   - ☐ yes
   - ☐ no

We welcome your comments on our Park and Ride lots, or suggestions for improvements.

____

____

SURVEY RESULTS

Counts by lot, and number of cards distributed and returned are shown on Table 1, and summarized and compared with the 1976 survey on Table 2.

This is followed by a record of responses to each question asked.

TABLE 1.

PARK and RIDE LOT SURVEY

October 11 - 18, 1977

Lot Count and Survey Cards Distributed

Lot Location	First Count	Second Count			Total Users (cols. 1 + 2)	Total Cards Returned
		New Vehicles	Repeat Vehicles	Total 2nd Count		
ALOHA						
Aloha Christian Life Center	19	7	11	18	26	15
Aloha Community Baptist Church	12	4	6	10	16	6
Shopeze Market	22	7	9	16	29	18
BEAVERTON/CEDAR HILLS/CEDAR MILL/ PROGRESS/SOMERSET						
Atonement Lutheran Church	13	11	10	21	24	16
Beaverton Church of the Nazarene	0	2	0	2	2	1
Bernard Beaverton Mall	14	4	7	11	18	5
Cedar Hills Christian Church	0	0	0	0	0	0
Cedar Mill Bible Church	6	1	2	3	7	3
City of Beaverton	324	134	160	294	458	205
Community Church of Cedar Hills	7	3	6	9	10	3
Somerset Christian Church	0	0	0	0	0	0
St. Matthew Lutheran Church	11	2	7	9	13	0
Sunset Chevron	17	10	7	17	27	19
Sunset High School	25	10	14	24	35	19
CANBY						
Canby Christian Church	1	0	1	1	1	0
FOREST GROVE/CORNELIUS						
Forest Grove Seventh Day Adventist Church	26	18	8	26	44	19
St. Alexander's Catholic Church	2	0	0	0	2	0
GRESHAM/FAIRVIEW/TROUTDALE						
Abby's Pizza Inn	7	1	2	3	8	3
Gresham Golf and Country Club	0	5	0	5	5	2
Gresham Tri-Cinema	0	1	0	1	1	1
Mountainview Christian Church	21	7	12	19	28	14
Multnomah Kennel Club	132	42	82	124	174	92
Reynold's School District #7	25	3	11	14	28	16
The Oregon Bank (Troutdale)	3	2	2	4	5	2
HILLSBORO						
City of Hillsboro (Maple)	66	20	37	57	86	43
City of Hillsboro (Oak)	13	7	7	14	20	4

TABLE 1. - Page 2

Lot Count and Survey Cards Distributed

Lot Location	First Count	Second Count			Total Users (cols. 1 + 2)	Total Cards Returned
		New Vehicles	Repeat Vehicles	Total 2nd Count		
LAKE OSWEGO/LAKE GROVE						
Christ Church Parish	21	7	9	16	28	14
Hope Church	11	0	2	2	11	1
Lake Grove United Presbyterian Church	12	5	5	10	17	9
Lake Oswego United Methodist Church	13	7	4	11	20	12
MILWAUKIE/CLACKAMAS						
Clackamas Branch First National Bank	18	14	5	19	32	12
Concord Christian Church	2	0	2	2	2	1
Disco-Mart (King Road)	2	2	1	3	4	0
Handyman	20	7	8	15	27	12
Lani Louie's Restaurant, Inc.	6	1	4	5	7	6
Milwaukie Elks Lodge	1	2	0	2	3	1
Milwaukie Presbyterian Church	20	10	7	17	30	11
United Church of Christ	1	0	0	0	1	1
OREGON CITY						
Carus United Methodist Church	0	0	0	0	0	0
Church of the Nazarene	0	0	0	0	0	0
Clackamas Community College	5	4	1	5	9	6
First Presbyterian Church	13	4	4	8	17	6
Followers of Christ Church	10	7	3	10	17	6
Oregon City Park and Ride	76	38	47	85	114	54
PORTLAND - NORTH						
Jantzen Beach Mall	26	14	16	30	40	25
Portland Sports Arena	0	0	0	0	0	0
University Park Baptist Church	1	0	0	0	1	1
PORTLAND - NORTHEAST						
Central Bible Church	2	0	1	1	2	0
Mt. Olivet Baptist Church	6	0	4	4	6	0
Rose City Church of the Nazarene	20	6	12	18	26	17
Silver Skate Ice Rink	47	14	22	36	61	28
St. Rita Catholic Church	13	0	3	3	13	1
Vernon United Presbyterian Church	2	0	0	0	2	1
PORTLAND - NORTHWEST						
Skyline Park and Ride	0	0	0	0	0	0

TABLE 1. - Page 3

Lot Count and Survey Cards Distributed

Lot Location	First Count	Second Count			Total Users (cols. 1 + 2)	Total Cards Returned
		New Vehicles	Repeat Vehicles	Total 2nd Count		
PORTLAND - SOUTHEAST						
Disco Mart (Woodstock)	5	3	3	6	8	1
Golf-O-Rama	7	6	4	10	13	7
Kern Park Christian Church	8	3	6	9	11	7
Mall 205	13*	38	9	47*	51*	18
Pub East	0	0	0	0	0	0
Rockwood United Methodist Church	20	13	12	25	33	14
Sizzler Family Steak House	9	2	2	4	11	3
St. Peter's Catholic Church	8	4	4	8	12	5
Tenth Church of Christ, Scientist	0	1	0	1	1	0
PORTLAND - SOUTHWEST						
Barbur Blvd. Transit Station	200	81	95	176	281	136
Eleventh Church of Christ, Scientist	5	1	4	5	6	4
Field's Sentry Market	4	2	2	4	6	3
St. Andrew's United Presbyterian Church	1	0	0	0	1	1
Valley Community United Presbyteriar	1	0	0	0	1	0
SANDY						
Sandy Church of Jesus Christ of L.D.S.	0	0	0	0	0	0
Sandy Seventh Day Adventist	2	1	1	2	3	1
SHERWOOD						
City of Sherwood	18	17	6	23	35	21
TIGARD						
Davidson's Seafood Restaurant	4	2	0	2	6	5
State Highway Division	8	5	6	11	13	7
Tigard United Methodist Church	4	1	3	4	5	4
TUALATIN						
Tualatin Thriftway - K-Mart	7	4	3	7	11	3
WEST LINN						
Emmanuel United Presbyterian Church	11	10	5	15	21	14
West Linn Lutheran Church	5	4	2	6	9	3
WILSONVILLE						
Wilsonville Park and Ride	28	9	14	23	37	23
TOTAL	1482	650	742	1392	2132	

* The discrepancy in first and second count figures for this lot is due to the omission of one of the two available lots on the first count. The second count figure is a more accur reflection of average lot usage.

TABLE 2.

SUMMARY

Park and Ride Lot Usage

October 11 - 18, 1977 Survey
Comparison with 1976 Survey

	1977	1976
Number of lots surveyed	78	75
Number of lots with "0" cars on both counts	8	10
From the 70 lots with cars:		
Total number of cars, first count	1482	1048
Number of repeat cars, second count	742	582
Number of new cars, second count	650	497
Total number of cars, second count	1392	1079
Total number of users recorded	2132	1545
Average Lot Usage $\frac{\text{Total 1st count + Total 2nd count}}{2} = \frac{2874}{2}$	1437	1063
Percent Repeat Cars $\frac{\text{Number of repeat cars}}{\text{Average Lot Usage}} = \frac{742}{1437}$	51.6%	54.8%
Total Cards Distributed	2118	1545
Total Cards Returned	1011	729
Percentage of Cards Returned	48%	47%

QUESTION AND RESPONSE DATA

#	QUESTION	ANSWERS	# RESPONSES	TOTAL	PERCENT	TOTAL
1	How long have you been using the Park & Ride lot?					
		less than 3 months	351		36%	
		3 - 6 months	183		19%	
		7 - 12 months	152		15%	
		13 - 24 months	178		18%	
		over 24 months	114		12%	
				978		100%
2	How often do you use this lot?					
		4 or more days per week	789		79%	
		2 or 3 days per week	131		13%	
		1 day a week	26		2%	
		occasionally or infrequently	58		6%	
		other	1		0%	
				1005		100%
3	How far did you travel from your home to this Park and Ride lot?	less than 1/2 mile	41		4%	
		1/2 - .99 mile	72		7%	
		1 - 1.99 miles	225		23%	
		2 - 2.99 miles	194		20%	
		3 - 4.99 miles	179		19%	
		5 - 6.99 miles	121		13%	
		7 - 9.99 miles	49		5%	
		10 miles and over	89		9%	
				970		100%
4	For what purpose do you use the lot?					
		to ride in a carpool	60		6%	
		to catch a bus	923		91%	
		shopping at adjacent businesses	5		1%	
		employee of an adjacent business	13		1%	
		other	10		1%	
				1011		100%
4a	For those using the lot to ride in a carpool, how many members in your carpool?					
		2 members	17		28%	
		3 members	22		37%	
		4 members	8		13%	
		5 members	3		5%	
		6 members	2		3%	
		8 members	1		2%	
		9 members	1		2%	
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

4b For those using the lot to catch a bus, what is the line number of your bus?

Line #	# Responses	Percent
# 1	3	.4%
# 5	7	.8%
# 6	17	1.8%
# 9	2	.2%
#12	1	.1%
#14	15	1.6%
#18	4	.4%
#19	6	.7%
#20	6	.7%
#26	8	.9%
#28	1	.1%
#30	1	.1%
#31	10	1.1%
#33	69	7.5%
#34	3	.3%
#36	28	3.0%
#37	23	2.5%
#38	18	2.0%
#40	1	.1%
#41	44	4.8%
#42	8	.9%
#43	3	.3%
#44	93	10.1%
#46	2	.2%
#54	20	2.2%
#55	1	.1%
#56	13	1.4%

Line #	# Responses	Percent	
#57	240	26.0%	
#59	7	.8%	
#60	2	.2%	
#61	36	3.9%	
#72	1	.1%	
#78	4	.4%	
#90	26	2.8%	14.9% Banfield Flyer
#91	112	12.1%	
Oregon City-Front Ave.	6	.7%	
Mall 205 - Front Ave.	10	1.1%	
St. Vincent, Tek	5	.5%	
G.A.F.- Farmington	1	.1%	
Milwaukie - Swan Island	10	1.1%	5.7% Buspool
Bernard Mall Swan Island	8	.9%	
Rockwood Swan Island	5	.5%	
Silver Skate Swan Island	7	.8%	
Beaverton-Salem Commuter Bus	5	.5%	
Barbur - Salem Commuter Bus	11	1.1%	
Unspecified bus line	19	2.1%	

#	QUESTION	ANSWERS	# RESPONSES	TOTAL	PERCENT	TOT
5	How did you arrive at this lot?	drove alone in my car	948		94%	
		as a member of a carpool	51		5%	
		other	6	1005	1%	10
6	If you use this lot to catch a bus or carpool, do you also patronize adjacent businesses on the same trip?	Often (at least once a week)	241		25%	
		Occasionally (less than once a week)	418		44%	
		Never	297	956	31%	10
7	Please identify the intersection closest to your destination.	Downtown	649		82%	
		Swan Island	24		3%	
		Front Avenue	17		2%	
		Other	101	791	13%	10
8	Did availability of this lot influence you to ride the bus or join a carpool?	Yes	734		75%	
		No	247	981	25%	10
9	We welcome your comments and/or suggestions for improvements on Park and Ride lots.	Thank you and/or satisfaction	216		36%*	
		Complaints	132		22%*	
		Suggestions	363	711	61%*	

* These percentages based on 592 respondents

APPENDIX A

PARK AND RIDE SURVEY

October 11 - 18, 1977

Lots Surveyed, Listed in Descending Order of Use

LOT NAME	First Count	Second Count	Total Users
City of Beaverton	324	296	458
Barbur Transit Station	200	176	281
Multnomah Kennel Club	132	124	174
Oregon City Park & Ride Lot	76	85	114
City of Hillsboro (Maple)	66	57	86
Silver Skate Ice Rink	47	36	61
Mall 205	13*	47*	51*
Forest Grove Seventh Day Adventist	26	26	44
Jantzen Beach Mall	26	30	40
Wilsonville Park and Ride	28	23	37
City of Sherwood	18	23	35
Sunset High School	25	24	35
Rockwood United Methodist Church	20	25	33
Clackamas Branch First National Bank	18	19	32
Milwaukie Presbyterian Church	20	17	30
Shopeze Market	22	16	29
Christ Church Parish	21	16	28
Mountainview Christian Church	21	19	28
Reynolds School District	25	14	28
Sunset Chevron	17	17	27
Handyman	20	15	27
Aloha Christian Life Center	19	18	26
Rose City Church of the Nazarene	20	18	26
Atonement Lutheran Church	13	21	24
Emmanuel United Presbyterian Church	11	15	21
City of Hillsboro (Oak)	13	14	20
Lake Oswego United Methodist Church	13	11	20
Bernard Beaverton Mall	14	11	18
Followers of Christ Church	10	10	17
Lake Grove United Presbyterian Church	12	10	17
First Presbyterian Church	13	8	17
Aloha Community Baptist Church	12	10	16
St. Rita Catholic Church	13	3	13

* The discrepancy in first and second count figures for this lot is due to the omission of one of the two available lots on the first count. The second count figure is a more accurate reflection of average lot usage.

LOT NAME	First Count	Second Count	Total Users
Golf-O-Rama	7	10	13
State Highway Division	8	11	13
St. Matthew Lutheran Church	11	9	13
St. Peter's Catholic Church	8	8	12
Hope Church	11	2	11
Kern Park Christian Church	8	9	11
Sizzler Family Steak House	9	4	11
Tualatin Thriftway-K Mart	7	7	11
Community Church of Cedar Hill	7	9	10
West Linn Lutheran Church	5	6	9
Clackamas Community College	5	5	9
Disco-Mart (Woodstock)	5	6	8
Abby's Pizza Inn	7	3	8
Cedar Mill Bible Church	6	3	7
Lani Louies	6	5	7
Mt. Olivet Baptist Church	6	4	6
Eleventh Church of Christ, Scientist	5	5	6
Field's Sentry Market	4	4	6
Davidson's Seafood Restaurant	4	2	6
Tigard United Methodist Church	4	4	5
The Oregon Bank	3	4	5
Gresham Golf and Country Club	0	5	5
Disco Mart (King Road)	2	3	4
Milwaukie Elks Lodge	1	2	3
Sandy 7th Day Adventist	2	2	3
Beaverton Church of the Nazarene	0	2	2
St. Alexander's Catholic Church	2	0	2
Concord Christian Church	2	2	2
Central Bible Church	2	1	2
Vernon United Presbyterian	2	0	2
Canby Christian Church	1	1	1
Gresham Tri-Cinema	0	1	1
United Church of Christ	1	0	1
University Park Baptist Church	1	0	1
Tenth Church of Christ, Scientist	0	1	1
St. Andrew's United Presbyterian	1	0	1
Valley Community United Presbyterian Church	1	0	1
Cedar Hills Christian Center	0	0	0
Somerset Christian Church	0	0	0

LOT NAME	First Count	Second Count	Total Users
Oregon City Church of the Nazarene	0	0	0
Portland Sports Arena	0	0	0
Carus United Methodist Church	0	0	0
Skyline Park and Ride	0	0	0
Pub East	0	0	0
Sandy Church of Jesus Christ of Latter-Day Saints	0	0	0

83[illegible]

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 10, 1978

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letters indicating the following replacements of securities on deposit:

Matured CD #	Amount	Replacement CD#	Maturity Date
1314	$ 5,000	9825	3-19-78
1311*	10,000	9820	3-13-78
9803	10,000	9834	4-4-78
9802	10,000	9837	4-4-78
9811	10,000	9835	4-2-78
9810	10,000	9839	4-2-78

*previously 1279

There is no change in the total amount of securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C.W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROUGH DRAFT

February 7, 1978

L. R. Knepper, General Manager
Automobile Club of Oregon
600 S.W. Market Street
Portland, OR 97201

Dear Mr. Knepper:

The increase in project authorization recently granted on Contract No. 8353, West Portland Park and Ride, was necessitated by two basic factors. One, to stabilize the slopes between the freeway and the Park and Ride station (approximately $145,000.00) and two, to provide additional engineering funds. No additional funds were provided to add to the basic Park and Ride facilities provided in the original contract.

The original project design called for relatively steep slopes (1½ horizontal to 1 vertical) between the Baldock Freeway and the Park and Ride facility in order to minimize costs and maximize space. It was a calculated risk which did not work out. Subsequently it became necessary to construct a retaining wall along the base of the slope adjacent to the freeway to stabilize this slope.

Construction engineering performed by state forces was increased partly due to the added work and partly due to the basic type of engineering and inspection required for this type facility.

Funds used for this project, including the increased project authorization, are Interstate funds which are highway funds in the approximate ratio of 92 percent federal and 8 percent state.

Sincerely,

OBJ:fr

cc: C. T. Keasey

[illegible]IVE
[illegible]

FEB 8 '78

REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

2-8-78
orig to
Bell

ROUGH DRAFT

February 7, 1978

L. R. Knepper, General Manager
Automobile Club of Oregon
600 S.W. Market Street
Portland, OR 97201

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Construction engineering performed by state forces was increased partly due to the added work and partly due to the basic type of engineering and inspection required for this type facility.

Funds used for this project, including the increased project authorization, are Interstate funds which are highway funds in the approximate ratio of 92 percent federal and 8 percent state.

Sincerely,

OBJ:fr

cc: C. T. Keasey

[illegible]
FEB 8 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-8-78
orig. to
Bell

AUTOMOBILE CLUB OF OREGON
AAA
OF OREGON

AUTOMOBILE CLUB OF OREGON
600 S.W. MARKET STREET • PORTLAND, OREGON 97201 • [illegible]
SERVING MOTORISTS SINCE 1905
Affiliated with AMERICAN AUTOMOBILE ASSOCIATION

OFFICERS:
CHARLES E. SNELL
President
WARREN A. McMINIMEE
Vice President
DAVID L. DAVIES
Treasurer
L. R. KNEPPER
General Manager

DIRECTORS:
CHARLES E. SNELL
Chairman
GEORGE J. ANNALA
Portland
ANTHONY BRANDENTHALER
Baker
PHIL BROGAN
Bend
RUSSELL M. COLWELL
Portland
EDWIN E. CONE
Eugene
DAVID L. DAVIES
Portland
E. ROBERT DELUCCIA
Portland
C. EDWIN FRANCIS
Portland
E. ROY JARMAN
Portland
WARREN A. McMINIMEE
Tillamook
JOHN W. SNIDER
Medford
A. W. SWEET
North Bend
JAMES J. WALTON
Salem
RAY T. YASUI
Hood River

January 31, 1978

Mr. George Bell
Public Affairs Director
Department of Transportation
Salem, Oregon 97310

Dear George:

At its last regular meeting, the Transportation Commission acted on Contract No. 8353, West Portland Park and Ride, Pacific Highway, Multnomah County, and increased a project authorization in the amount of $150,491.05. We have several questions concerning those funds.

What will be the source, or sources, of this increased cost for the Park and Ride Station? Will this money come from Federal gasoline taxes, or our Oregon gasoline taxes, or both, or where?

Your cooperation is appreciated.

Sincerely,

Bob

L. R. Knepper
General Manager
New Phone: 222-6747

LRK:dn

REFERRED TO

By Construction Engineer

8353 8

February 1, 1978

Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Post Office Box 17197
Portland, OR 97217

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8353 for work on West Portland Park & Ride on the Pacific Highway in Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 53 days is granted, leaving 33 days of liquidated damages in effect. This is from August 1 when Tri-Met took over the building to the completion date of September 23, 1977. This is because of work on Price Agreement No. 12 performed after regular contract work was substantially complete.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
R. N. Bothman
Robert Church
Arvey Nelson
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 31, 1978

FILE: CON 5 #8353

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: West Portland Park & Ride
Contract No. 8353
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Herewith request from Lord Bros. Contractors, Inc. for a complete time extension based entirely on Price Agreement No. 12. This was the late price agreement (dated July 1, 1977) in the amount of $156,574 to add a concrete retaining wall, precast concrete barrier and rock blanket to support the slope between the freeway and the Park and Ride development above. Some pertinent dates on the project are:

Bids opened	4-29-76	
Contract sent	5-14-76	
Day count start	5-26-76	400 calendar days allowed
400 calendar days expired	6-30-77	Project 92% completed
Regular contract work complete	8- 1-77	(Tri-met took over building)
Project complete	9-23-77	86 days liquidated damages at $200 per day.

Extension for the last 53 days counted is easily justified, as it is almost entirely attributable to the late and large P.A. 12. It even included a statement that it was contingent upon granting a contract time extension "for that period starting with the completion of all other contract work and ending October 15, 1977."

The contractor's request does not clearly relate to the liquidated damage time counted prior to the start of the P.A. 12 work which he cites as July 25 (reports show it actually started July 13 but work on other regular contract items, mainly signals, continued into early August). Tri-met took over control of the building on August 1 and this seems to be about the earliest date that we could consider the original contract work completed.

I therefore concur in the field recommendations for a 53-day extension (from August 1 to actual September 23 completion). This will leave 33 days liquidated damages in effect and can be granted participating since it is attributed to the participating added price agreement work. I would expect the contractor to review his request and perhaps come back with something based on the signal work. A rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: Robert Church

Form 81-734-2530

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date August 30, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 400 days to 508 days, within which to complete our Contract No. 8353, without the assessment of liquidated damages. The said contract is described as follows:
West Portland Park & Ride, Pacific Highway, Multnomah County.

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
This extension is requested for the execution of Price Agreement #12 which was approved July 28, 1977. This work was commenced July 25, 1977, with anticipated completion October 15, 1977.

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By Charles G. Montgomery, Vice-President

CONSENT OF SURETY

Date August 30, 1977

We, Safeco Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact K. C. Kraig

(SEAL)

Fred. S. James & Co. of Oregon
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8353 Contractor Lord Bros. Contractors, Inc.

Highway Pacific

Section West Portland Park & Ride

Kind of Work G.-P.-Str.-Sign.-Illum.-Ldscp.-Blds.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 53-day extension of contract time, leaving 33 days liquidated damages in effect. This is because of Price Agreement No. 12 for retaining wall and slope work.

Recommended for Approval:

Marion Cope - as noted in letter
for Region Engineer

for Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

SP*10663-734

Contract No.	8353
Project designation (State-Federal)	I-5-6(85)296
Date awarded	May 11, 1976
Work started	May 19, 1976
Per cent completed (Date)	100%
No. of Workdays Allowed	400 Cl. Days
No. of Workdays Used	486
No. of Added Workdays Requested	86

DEPARTMENT OF JUSTICE

Memorandum

TO: F. B. Klaboe
Assistant Director for Operations

DATE: January 18, 1978

FROM: Jack L. Sollis
Assistant Attorney General

NOTED
H. S. COULTER

SUBJECT: Audit - West Portland Park & Ride

The questions raised in the Secretary of State's audit relating to the park and ride station in Portland deal with the vehicle parking facilities, the area where the buses park while waiting to take on passengers and to discharge passengers and the structure that was constructed on the parking lot with waiting areas, covered bicycle areas, telephone and restrooms.

The previous Attorney General's Opinion did not specifically deal with questions of using highway funds for the area where the buses stop to take on passengers and discharge passengers and the waiting area. There is no question that the parking area for cars was covered by the previous Attorney General's Opinion and is a proper expenditure of highway funds. As the area where the buses take on and discharge passengers and the structure itself were not specifically addressed in the previous opinions, an opinion has been requested from the Attorney General to clarify these two points.

JLS:sjb;hg
cc - H. S. Coulter - I would suggest that in talking to the Secretary of State's audit personnel that the designation of the West Portland Park and Ride Station be changed to that designation rather than the West Portland Transit Station as the Secretary of State refers to it in the audit.

RECEIVED
STATE HWY ENGR
JAN 19'78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

bbc: Robert A. rco
Merl Whiteman
Don Streun
V. E. Skoog
Walt Barrie
H. S. Coulter
Bob Bothman
JS/sjb/hq srb

January 18, 1978

The Honorable James Redden
Attorney General
Department of Justice
100 State Office Building
Salem, OR 97310

Dear Mr. Redden:

Re: Opinion Request, Park and Ride Stations

The Secretary of State, in its audit for the period July 1, 1974, through June 30, 1976, has raised two questions relating to the West Portland Park and Ride Station which the Secretary does not believe were adequately covered in previous Attorney General Opinions.

The West Portland Park and Ride Station, as built, has a parking area for approximately 288 cars, an area for buses to park to take on and discharge passengers, and a 200 x 60-foot building with waiting areas, covered bicycle areas, telephone and restrooms in it. I would like your opinion as to whether or not Highway funds may be used within the constitutional limitations of Article IX, Section 3, of the Oregon Constitution for:

1. An area in a park and ride station that is utilized by buses to discharge and take on passengers and also to stop while passengers are transferring from one bus to another and wait for a few minutes so that other buses coming in may allow their passengers to transfer. The same area is used for buses to pick up passengers at the park and ride station who have parked their cars there and also to discharge passengers who are returning to their cars at the park and ride station, as well as allowing people to transfer from one bus to another for different destinations throughout the city of Portland.

2. The structure constructed in the park and ride station providing restroom facilities and a covered waiting area for bicycles and all people using the park and ride station.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

bc: Phillip Bocking, Audit Division, Secretary of State
George Renner " "

DEPARTMENT OF JUSTICE

Memorandum

TO: Vern Skoog
Controller

DATE: December 28, 1977

FROM: Walt Barrie WB
Assistant Attorney General and Counsel

SUBJECT: Audit report - West Portland Park and Ride; Oregon Parks Foundation

Pursuant to your request I have the following to offer regarding the above entitled subjects:

West Portland Park & Ride

Opinions of the Attorney General have supported construction of parking facilities in conjunction with public transportation facilities. See Opinion of the Attorney General No. 6834, May 27, 1971. The basis for the ruling is that this is a permissible highway use under the use-benefit theory that persons driving motor vehicles have to park their cars at the end of their trip and it is a convenience to the highway user to have a parking facility at his termination point. Of course, there is a grey area as to when a parking facility for the convenience of motorists becomes, instead, a mass transit station.

The West Portland Park & Ride Station and the appropriateness of highway fund expenditures thereon was specifically discussed during a meeting a few months ago between the Secretary of State, the Attorney General and myself. At that meeting the Attorney General informally expressed the opinion that the West Portland Park & Ride Station did appear to be a valid expenditure of highway funds although acknowledging a grey area did exist that may have to be further defined in the future.

Oregon Parks Foundation

A draft Attorney General Opinion has been prepared and submitted to the Attorney General for review. The draft opinion supports the legal authority of the Department of Transportation with regard to its arrangements with the Foundation and I am confident that the Attorney General will concur.

WLB:sjb

cc: Jim Redden
Bob Burco
Scott Coulter
Dave Talbot
Merle Whiteman
Frank Griffin

NOT
F. B. KLABOF

RECEIVED
DOT OPERATIONS
DEC 29 '77
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

RECEIVED
DEC 28 1977

8353

DATE: December 16, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Contract No. 8353
West Portland Park & Ride

This project is now virtually completed and an overrun of 6.7 percent is expected. The contract includes 97 bid items for eight separate work groups to provide a vehicle parking area, a terminal building and related signing, illumination, signals and a pedestrian overcrossing structure over I-5. The contractor was Lord Bros., Inc. Work started in May 1976 and is now completed except for some signal details. Even though we have accumulated 14 price agreements, 9 state force orders and 13 extra work orders, these could have been absorbed within the contingency funding and an allowable overrun, had it not been for Price Agreement No. 12. It was added late in the project (July of this year) to provide more positive slope stabilization and support the fill for a portion of this new park-and-ride facility. The slope extends up from the northerly side of the freeway. The slope was hand-planted with ground covers and was covered with a protective surface mat under the original contract in an effort to stabilize and protect it.

The comparatively dry 1976-77 winter demonstrated that more positive means of supporting the 1½:1 slope was needed. Space requirements for the new parking area above and the close proximity of the freeway below did not permit a flatter slope. Price Agreement 12 added a 525-foot long retaining wall at the bottom of the slope and provided a rock blanket over part of the rest of the slope above the wall. Actual cost of this work is now reported to be approximately $145,000, or almost 6½ percent of the total project authorization and more than 1½ times the contingency funding set up in the original authorization. Engineering has also overrun partly due to this late added work plus the inspection required on the several systems or kinds of work involved in the project continuing over 1½ years.

The project utilized Interstate funding and the added work has virtually all been participating. Your approval is requested for an increase of $150,491.05 to a new total project authorization of $2,394,628.00. This item will be on the Consent Calendar for your January 24, 1978 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
R. N. Bothman
E. L. Hardt
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 13, 1977

FILE: CON 5 #8353

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: West Portland Park & Ride
Contract No. 8353
Request for Increase in
Project Authorization

This project is now virtually completed and an overrun of 6.7 percent is expected. The contract includes 97 bid items for eight separate work groups to provide a vehicle parking area, a terminal building and related signing, illumination, signals and a pedestrian overcrossing structure over the I-5 Freeway. Lord Bros., Inc. was the contractor. Work started in May of 1976 and is now completed except for some signal details. Even though we have accumulated 14 price agreements, nine State force orders and 13 extra work orders, these could have been absorbed within the contingency funding and an allowable overrun, had it not been for Price Agreement No. 12. It was added late in the project (in July of this year) in the amount of $156,574 to provide more positive slope stabilization and support the fill for this new Park & Ride facility which extends up from the northerly side of the Freeway. The slope was hand-planted with ground covers and was covered with a protective surface mat under the original contract. The comparatively dry 76-77 winter demonstrated that more positive means of supporting the 1½:1 slope was needed. Price Agreement 12 added a 525 foot long retaining wall at the bottom of the slope and provided a rock blanket over part of the rest of the slope above the wall. Actual cost of this work is now reported to be approximately $145,000, or almost 6½ percent of the total project authorization and more than 1½ times the contingency funding set up in the original authorization. Engineering has also overrun partly due to this late added work plus the inspection required on the several systems or kinds of work involved in the project continuing over 1½ years.

This project utilized Interstate funding and the added work has virtually all been participating. PCRB approval is not required. A rough draft letter to the Transportation Commission requesting an increase of $150,491.05 to a new total project authorization of $2,394,628.00 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 15 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

File I

AUTOMOBILE JB OF OREGON
600 S. W. MARKET STREET
PORTLAND, OREGON 97201

XXXXX

December 15, 1977

Ms. Carol Berkley
930 N. W. 25th Place, #126
Portland, Oregon 97210

Dear Ms. Berkley:

Thank you for your comments concerning the editorials and the Barbur Boulevard Park and Ride Station and the use of highway funds to finance it. Believe it or not, I did attend several meetings of the committees, but it appeared there was no obvious need for any one of us to attend every committee hearing.

We also read the papers and received the news releases concerning Highway Department activities, but none of the news releases and none of the committee hearings brought out the specific item we called to the attention of the public. That item was the source of the funds to build the Park and Ride Station.

Where this money actually was coming from was never discussed except in one news release which said Federal funds were being used. Fortunately, there were apparently some concerned persons in the Highway Department at Salem who thought the taxpayers should know whether or not their funds were being spent as they had directed in a statewide vote. The reason I'm in disfavor with some of the brass in the Highway Department is because we did let the public know what was happening to the road funds. But, actually, this should have been done by the Highway Department itself through its public relations activities. And, even though they won't admit it, highway officials know that. They certainly cannot forget that there have been attempts at diverting the highway funds during at least the last four legislative sessions, and whenever given a chance, the voters said absolutely no to any form of diversion.

We are concerned that if allowed to continue, larger and larger sums will be diverted, not only to public transit but to anything faintly connected with our road program. And when it's diverted quietly, the public will never know what the actual costs of public transit are.

Auto Club members are in favor of public transit--in fact, know that it is as necessary as police protection, fire protection, libraries, etc. We feel that if everything is kept in the open, the taxpayers will be able to participate more knowledgeably in the funding of public transit.

I didn't say decisions were made in a smokey back room. I sure would like to know, however, where, when and who were the persons who did make the decision to, in our opinion, divert the road taxes from their specified purpose. Perhaps you can answer that question for me.

If you desire, we will publish your letter and my reply in the February issue of The Motorist. I would suggest that you discuss this with Mr. Burco, however, as we feel we have fully informed our members of the apparent diversion, and devoting more space to that diversion appears to be a waste. At the present we are attempting to solidify an agreement with the Department of Transportation that the dedicated road funds will be used only for road purposes. We feel that our members will not support a gasoline tax increase without that concrete assurance.

Sincerely,

L. R. Knepper
General Manager
New Phone No: 222-6747

LRK:dn

cc: Bob Bothman,
Department of Transportation, Metropolitan Section

Bob Burco, Director
Department of Transportation

RECEIVED
DEC 21 1977
OFFICE
DIRECTOR of TRANSPORTATION

file

930 N.W. 25th Place #126
Portland, Oregon 97210
December 13, 1977

Mr. Bob Knepper, General Manager
The Automobile Club Of Oregon
600 S.W. Market Street
Portland, Oregon 97201

Dear Mr. Knepper:

I am very displeased with your ongoing editorials concerning the use of highway funds to construct the West Portland Park and Ride Station. I can appreciate that the Automobile Club serves the public as an important interest group dedicated to maintaining the interests of motorists, however, your abuse and disrespect for various government agencies and their employees is appalling.

Your articles imply that decisions were made in a smokey back room. Have you ever consulted with ODOT officials about the Oregon Action Plan for citizen participation? Are you aware that a public hearing is required by law on major transportation projects? As general manager of the Automobile Club, why didn't you inform yourself about the project during the planning stage? At minimum, all you had to do was read through upcoming City Council or CRAG board agendas to know what items were/are being discussed.

I recommend that you begin involving yourself in the early stages of the public process and provide input rather than complain after all is said and done. Furthermore, you have committed a wrong doing in leading your readers to believe that back room politics rule decision making in the Portland region.

I cannot support this type of public abuse and am seriously considering termination of my membership in the Auto Club when it is up for renewal next spring.

Sincerely,

Carol Berkley

Carol Berkley

cc: Robert Bothman
Oregon State Highway Division, Metro Section

Robert Burko
Oregon Transportation Commission

RECEIVED
DEC 15 1977
OFFICE
DIRECTOR of TRANSPORTATION

8353

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 31, 1977

Lord Bros. Contractors, Inc.
P.O. Box 17197
Portland, OR 97217

Attention: A. W. Cross

Re: Contract 8353

Gentlemen:

This acknowledges release of the securities held at the Oregon Bank as listed below:

Certificate No.	Amount
1297	$10,000.00
1313	5,067.81
9353	5,000.00
9801	5,000.00
9804	5,000.00
	$30,067.81

This reduces the total on deposit for this contract from $100,067.81 to $70,000.00

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:cw

cc: The Oregon Bank

bc: C. W. Head
R. Church
C. W. Barrett, Jr. (Att)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

[illegible]

Loren Kramer
Executive Assistant
Office of the Governor

November 23, 1977

Robert A. Burco
Director of Transportation

Controversy over park-and-ride station with Automobile Club of Oregon

The attached correspondence represents first our formal correspondence to Bob Knepper on the issues raised in the several recent issues of the Oregon Motorist, private correspondence with Mr. Knepper about a meeting with the Oregon Transportation Commission and the Automobile Club of Oregon on December 6, and a copy of a letter sent to individual members of the Board of Directors of the Auto Club with membership attached.

I have corresponded with Jason Boe, Kip Lombard, and other legislators on this matter and will keep you fully apprised.

RAB:fn

Attach.
(2 letters to Knepper, List of Members
3 articles from Oregon Motorist)

The Oregon Motorist

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L. R. Knepper, General Manager . . . . . . Sidney A. King, Editor

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HONOR ROLL

Each of the following recently recommended a new member, subsequently enrolled, and received one of the several popular AAA National Honor Roll Awards. Recommend and win one.

Shoff
OSWEGO
Browning
[illegible]
LAKE CITY
[illegible]
MILTON FREEWATER
[illegible]
Victor Comfort
MOUTH

Janet Domer
Marjorie J. Duncan
Elizabeth Early
Debra Eorman
Gillie Elliott
Gladys Englehart
William J. Ennis
Esther Ericsson
Patty Erland
Gordon Ervin
Laurie Fallon
Mary Fleester
Mrs. J. B. Foster
Esther Furnish
[illegible]
Alice Gibbons
Richard Gibson
Mrs. Lois M. Gilbert
Florence Grant
[illegible]
Marlene Griffin
Myers W. Hahn
[illegible]
C. Hendricks
[illegible]
Evelyn Hepner
Violet Hickenbottom
Oliver Hirsch
[illegible]
Margaret Howard
Rosalie Hargert
Elmer Hubler
Virginia Hulse
James Hyoll
[illegible]
Shirley J. Johansen
Helen B. Johnson
[illegible]

[illegible]
Virginia L. Rystedt
Mrs. Lester Salmonson
Jessie Sandiford
Roberta Sargent
Michael Scarmoore
Helen Schley
Terry Schmidt
[illegible]
C. W. Schoening
[illegible]
Arthur Seater
[illegible]
La Verne Stevens
Verne Sumner
Gary Sweet
William Holliday
Dorothy Thomas
B. Lloyd Thomas
Frieda Traut
[illegible]
F. B. Wever
[illegible]
Ralph E. Williams
[illegible]
George Winslow
[illegible]
Mr. B. L. Wyant
Mrs. Calvin Yeakam
Mary Yocum
Mary York
Ben B. Young
Marie Zodell
RAINIER
W. F. Lasca
ROCKAWAY
Elmer C. Hilley
[illegible]

Transit station uses road funds

(Continued from Page 1)

in the Oregon Constitution, overwhelmingly approved by the voters, states that the proceeds from any tax . . . levied on motor vehicle fuel . . . used for the propulsion of motor vehicles . . . shall . . . "be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the state of Oregon . . . and also may be used for the acquisition, development, maintenance, care and use of parks, recreational, scenic or other historic places and for the publicizing of any of the foregoing uses and things."

The above usage of gasoline and other user taxes was taken from Article IX, Section 3, of the Oregon Constitution.

Why did the Oregon Transportation Commission quietly decide to use gasoline taxes dedicated to roads less than three years after a statewide vote refusing a diversion of just 8% of road user fees for mass transit purposes? What did the "NO" vote of the voters mean to our elected and appointed officials? Apparently, "NO" meant "YES" as we believe the will of the majority of the voters has been completely nullified by this type of use of gasoline taxes.

In April, 1941, Dr. E. B. McDaniel, President of the Oregon AAA said: "The use of gasoline money to improve roads is a self-sustaining proposition — improved roads have cut the cost of motor travel to the point that the savings in operation of a car pay for the tax. But the diversion of these taxes just singles the motorist out to pay for more than his just share of the tax load."

And C. C. Chapman, father of the gasoline tax, said in 1941: " . . . the necessity of protection from diversion, in order to insure good will loyalty to the tax by motor vehicle owners because of confidence it would be safeguarded exclusively for highway purposes, was a necessity which was paramount. The highways of today are the result of support of the gasoline tax in confidence that its proceeds would not be diverted. Forfeit this confidence by diversion and good will support of this tax, now welcomed by those who pay it, will be forfeited."

Our interpretation of the anti-diversion amendment is that this was a flat diversion of our gasoline taxes. We will be voting next May on a proposed gasoline tax increase. Will C. C. Chapman's words come back 27 years later to haunt the Oregon Transportation Commission and the Highway Department?

Motor Musings

BY BOB KNEPPER

Dear Mr Knepper

As a longtime member of the Auto Club, I take issue with your editorial position in the Oregon Motorist opposing the use of highway funds to construct the West Portland Park and Ride Station Your allegations of wrongdoing and secrecy by Highway Division personnel are wrong and unfair

This project was conceived, planned, funded, and designed in full public view every step of the way. I was chairman of the responsible committees of the Columbia Region Association of Governments that evaluated and recommended this project. It was considered, over several years, at numerous committee meetings, open to the public; at many public meetings of the boards and commissions of the responsible units of government and at several public hearings. I do not recall a single instance that a representative of the Auto Club appeared and presented your views. Your editorial attack at this time is inappropriate

(Signed) William S. Dirker
Transportation Coordinator
for the City of Portland.

Dear Bill,

Your letter regarding our editorial on diversion of dedicated gasoline taxes and users fees really didn't answer any questions. It does cause further questions, however

You said the project was conceived, planned and funded by CRAG in full public view every step of the way. It may have been, but who beside the planners knew about it? Several lobbyists who should have known the source of
g did not until we told them.
e representative did not
hat funds badly needed for
and road maintenance were
used to build a transit sta-
ewscasters of a number of
and TV stations throughout
ate were unaware of the
of funding until our
al.
e source of funding was so
y known, why was no one
of it until we at the Auto
eceived an anonymous tip
source associated with a
y engineer? We received
a hundred letters and
one calls from our members
hers who were shocked that
ted gasoline taxes would be
build the Barbur Boulevard
g lot.
certainly true that we don't
he manpower to appear at
the various committee
ngs concerning Tri-Met and
and public transit, but we
many of them and never
has there been a statement
anyone about gasoline taxes
used in any manner. When we
ved the anonymous tip, we
diately called the public in-
tion officer of the Highway
rtment and asked if the tip
correct. He didn't know. The
morning, a call was received
Bob Bothman, metropolitan
ay engineer, who informed
hat the use of the dedicated
ine funds was based upon a
attorney general's opinion.
asked who made the decision
e the Oregon gasoline taxes,
id it was his and others in the
and metropolitan area. I
ioned him carefully about
nd he repeated that it was the
ion of him and his staff. When
why the source of the fun-
for the Barbur parking facili-
ty was not identified, he said that there was one editorial which said it was built with federal funds but he didn't identify that those federal funds were from the four cent federal gasoline tax.

We have attempted to get a copy of the 1975 attorney general's opinion, but the one sent us by Attorney General Redden was not appropriate to the issue. We believe the decision to use the dedicated highway fund was based on a 1971 attorney general's opinion which apparently sat in the Highway Department's files for four years until 1975 Then in 1975, it was decided, apparently, in our opinion, to divert gasoline taxes to the parking facility. We can't conceive, however, the use of the 1971 attorney general's opinion in view of the 1974 statewide vote in which the people, by a heavy margin, refused to allow diversion of eight percent of the gasoline taxes and user fees to mass transit In our opinion, the Highway Department should have asked for another attorney general's opinion in view of that 1974 "no" vote.

Your letter inferred that the apparent diversion of the highway fund was a decision of CRAG That raises the question of when and how did CRAG obtain the authority to dictate the apparent diversion of gasoline taxes? But there is still another version of who authorized the use of highway funds for the parking facility. Chief Engineer Fed Klaboe said the use of the gasoline taxes was an "experiment". This would seem to infer that the decision was made at the highest levels in Salem. But was this so-called "experiment" an attempt to get a foot in the door so that other diversions could pass through?

This question is raised because the $200,000,000 made available by the withdrawal of the Mt Hood freeway will be used through decisions made through CRAG. But to use the $200,000,000, CRAG and the State Highway Department will have to come up with matching funds varying from eight percent to 22 percent of that $200,000,000. Is it intended that those required matching funds come from our gasoline taxes?

One final comment: One anonymous caller who said he was a highway engineer said, "The decision to use the dedicated street and road funds wasn't secret — we just didn't want anybody to know."

(Signed) L. R. Knepper

Mail Bag

Dear Mr Knepper

I read with indignation your article, "Road Funds are Used to Finance Transit Station." Here is why I am indignant:

1. At a dollar cost of $2,000,000 to accommodate 300 cars, this works out to $6,666 per car Very, very expensive garaging Without a garage, even
2. The facility is not utilized to its fullest extent. This runs the cost per car up even more.
3. The same amount of money per car $6,666 would provide a total of 16,666 free bus rides. On the basis of 80¢ per day, 250 days per year, this would last 33-1/3 years per person
4. As stated in your article, with which I agree, this money was spent in defiance of the wishes of the people of Oregon.

Therefore, I suggest that the Automobile Club of Oregon sue the Oregon Transportation Commission, individually and collectively, for misappropriation of government funds

Clifford A. Johnson,
West Linn, Oregon

Editor:

I really enjoyed the pictures in July issue of Oregon Motorist of the Golden and Silver Falls. It brought back memories of the two years I lived in Allegany when the woods were filled with sounds of logging trains and donkey whistles (machines used in logging), also the long ride to Allegany by boat from Marshfield that took most of the day

On weekends we used to roll up our blankets and head for the falls to fish or hunt. The roads were so narrow they nearly scared me to death, especially when we met a logging truck (and you know who had to back up out of the way).

A long-time member of AAA,
Mae Phillips, Salem.

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George Annala, 2604 SW Buckingham	R. M. Colwell, 2360 NW Westover Rd.
Roy Jarman, 2712 S.E. Cambridge Ln.	Above all of Portland, Oregon.
D. L. Davies, 200 SW 5th Ave.	E.R. deLuccia, 1225 Skyland Dr.

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SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER: Sidney A. King Editor

PS Form 3526 [illegible]

thank you for dependable and

Julie Stark.

8.

THE OREGON MOTORIST OCTOBER 1977

Motor Musings

BY BOB KNEPPER

THE Auto Club's article blowing the whistle on what we said was diversion of gasoline taxes from roads to mass transit caused temporary panic and confusion among the top brass of the State Highway Department Who was the source of the leak to the Auto Club? Anyone who was even slightly acquainted with Club personnel was immediately suspect At least one engineer apparently wants to give us more information on the subject, but won't do it directly as he is fearful of losing his position

The big question for the bigshots was, should the Club's allegations be answered? Apparently, the answer was we'll answer only the charge of diversion and that job was turned over to Bob Bothman, the Metropolitan Highway Engineer, who said that the use of dedicated funds to build parking facilities for public transit instead of for roads was approved by an Attorney General's opinion issued in 1975

But was an Attorney General's opinion issued in 1975? If it was issued, why was it kept secret? Shouldn't the public be informed of such opinions on such an important subject?

There was an Attorney General's opinion issued in 1971 which said "We conclude that construction of parking lots adjacent to highway right of way is permissible use of the highway fund . . . and is within the statutory power of the highway commission as a purpose which is necessary or deemed necessary for carrying out its purposes "

Why was this 1971 opinion kept buried in the Highway files for over six years? Why was this opinion not made known when spokesmen from the Governor's office and the Highway Department pleaded with the 1973 Legislature to pass out a bill for approval by the voters to divert 8% of the state gasoline taxes to mass transit?

Why did the Highway Commission quietly decide to use highway funds to build a parking facility for Tri-Met under that 1971 opinion after the people affirmed by almost a 2 to 1 margin in 1974 that our gasoline taxes should be used only for roads and none used for mass transit?

Whose decision was it to keep quiet the use of over two million dollars in federal and state gasoline taxes for a parking facility?

Is there truly a shortage of funds for ordinary streets and road maintenance?

What should come first the use of gasoline taxes and user fees for their intended purpose to keep our streets and roads in good condition or should parking facilities be the primary purpose?

Will gasoline taxes be used again at some point in the future to build parking facilities if the Highway Commission so desires?

Why should Highway Department employees be fearful of their jobs because the public was informed of the use of gasoline taxes for a parking facility?

Here's what some motorists say about the use of gasoline taxes for other purposes than that for which it was intended

"What was done may be legal and again it may not be, but it should be tested in court and not let it happen again and again, as it will, if not taken care of at once

From a letter addressed to the State Highway Department — "Some few months ago you made the statement that the highway fund was so exhausted that gas tax and users fees must be increased at once or many roads would go without repairs So a healthy increase was voted by the Legislature Now lo and behold there appears an article in the Motorist about how some $2 million has been stolen from the highway fund by YOU PEOPLE there in the highway office for the building of, of all things, a parking lot for the use of Tri-Met passengers This is a prime example of both State and Federal officialdom

I agree that the gas tax is for roads and nothing else I am glad someone told it like it is

"On page 2 (of the July, 1961 Oregon Motorist) there is also a picture of my grandfather Loyal M Graham He was co-father of the Oregon gas tax, so you can understand why my family is concerned about misuse of our present taxes! He meant for the monies to be used only for road repair and maintenance and building".

"I cannot agree with you more that this appears to be an illegal diversion of our gasoline tax I believe that a suit should be filed challenging the legality and the constitutionality of the state agencies that allowed such a diversion and demanding restitution of such funds that have or will be illegally spent

Who can we write to to complain about this? If we don't stop with this one, I suppose other transit areas are on the drawing boards

It is reason enough to feel anger and frustration over the extravagant waste of tax monies on such a project but to learn that monies collected for building and much needed repair of roads have been diverted to such a use is like adding salt to the wound I wonder how the motorists of the rest of the state such as in isolated areas of Eastern Oregon like the idea of contributing to Portland's bus service I understand other park and ride stations are planned at an expenditure of 25 million dollars If they are necessary everyone benefited should pay for them The gasoline tax should be used for its intended purpose

Every letter and phone call we received was critical of the use of gasoline taxes for the parking facility The only questions answered by the Highway Department were that it was legal because a 1975 Attorney General's opinion said so and the parking facility removed 300 cars from Interstate 5 in that area We would hope our other questions would also be answered

---

THE OREGON MOTORIST
SEPTEMBER, 1977

Road funds are used to finance transit station

By BOB KNEPPER
General Manager,
Auto Club of Oregon

It wasn't until we received an anonymous tip that we were able to learn that the Barbur Boulevard Park and Ride station was built for Tri-Met with $2,000,000 taken from federal and state of Oregon gasoline taxes on the 92% - 8% Interstate formula

Metropolitan Highway Engineer Bob Bothman said the decision to use a portion of Oregon gasoline taxes, supposedly sorely needed for road repair and maintenance, was made by the Oregon Transportation Commission on the grounds that the Park and Ride station on Barbur Boulevard is ADJACENT to Interstate 5 and took 300 cars from Interstate 5 in that area and put them in the Park and Ride station

It was just a few months ago that Highway Department Director Bob Burco was pleading to the Legislature that more gasoline taxes and user fees were desperately needed because required road repair and maintenance was already far behind and that our highways and other roads were going to pot But at the many meetings at which we were present we never once heard Mr Burco say that our Oregon gasoline taxes and user fees were more desperately needed for the Tri-Met Park and Ride station than for overdue road repair and maintenance

The anti-diversion amendment in the Oregon Constitution, overwhelmingly approved by the voters states that the proceeds from any tax levied on motor vehicle fuel . . . used for the propulsion of motor vehicles shall . . "be used exclusively for the construction reconstruction improvement, repair maintenance, operation, use and policing of public highways, roads and streets within the state of Oregon . . and also may be used for the acquisition, development, maintenance, care and use of parks, recreational, scenic or other historic places and for the publicizing of any of the foregoing uses and things "

The above usage of gasoline and other user taxes was taken from Article IX, Section 3, of the Oregon Constitution

Why did the Oregon Transportation Commission quietly decide to use gasoline taxes dedicated to roads less than three years after a statewide vote refusing a diversion of just 8% of road user fees for mass transit purposes? What did the "NO" vote of the voters mean to our elected and appointed officials? Apparently, "NO" meant "YES" as we believe the will of the majority of the voters has been completely nullified by this type of use of gasoline taxes

In April, 1941, Dr E. B. McDaniel, President of the Oregon AAA said "The use of gasoline money to improve roads is a self-sustaining proposition — improved roads have cut the cost of motor travel to the point that the savings in operation of a car pay for the tax But the diversion of these taxes just singles the motorist out to pay for more than his just share of the tax load."

And C. C. Chapman, father of the gasoline tax, said in 1941 " . . . the necessity of protection from diversion, in order to insure good will loyalty to the tax by motor vehicle owners because of confidence it would be safeguarded exclusively for highway purposes, was a necessity which was paramount The highways of today are the result of support of the gasoline tax in confidence that its proceeds would not be diverted Forfeit this confidence by diversion and good will support of this tax, now welcomed by those who pay it, will be forfeited "

Our interpretation of the anti-diversion amendment is that this was a flat diversion of our gasoline taxes We will be voting next May on a proposed gasoline tax increase Will C. C. Chapman's words come back 37 years later to haunt the Oregon Transportation Commission and the Highway Department?

November 22, 1977

Mr. A. W. Sweet, Member
Board of Directors
Automobile Club of Oregon
290 South 4th Street
Coos Bay, Oregon 97420

Dear Bill:

I am enclosing a copy of a letter sent today to Mr. Knepper as official rebuttal on the part of the Oregon Department of Transportation to several of his commentaries in recent issues of "The Oregon Motorist". In addition to this letter, the Oregon Transportation Commission feels so strongly about the impropriety of his allegations that they are desirous of meeting with the Board of Directors of the Automobile Club of Oregon in Portland to discuss the matters of highway funding and transit improvements in the State. The Commission will be holding a public workshop on the current Six-Year Highway Program on Tuesday, December 6, in Portland, and would like to meet informally with as many members of the Automobile Club Board as possible for lunch that day. I will be in contact with Mr. Knepper to arrange details for such a luncheon, as it should provide a full opportunity to explore the issues in a direct conversational format without the use of allegation and innuendo through the columns of your newspaper.

I would appreciate it if you could let me know at the following number (378-6388) whether or not you would be able to attend such a luncheon.

Sincerely,

Robert A. Burco
Director of Transportation

dn
Enclosure

P. S. Bill, see attachment.

P. S. I think, on the basis of recent hearings in Coos Bay, that we are in the process of addressing most of Coos County's major concerns if the gas tax and registration fee are passed next year. The course of Mr. Knepper's attacks run counter to this effort at the ballot box and thus the full Commission is disturbed at his allegations of impropriety and secrecy. The Commission has made a particular effort this last year to be visible around the State and, in addition to the 39 meetings around the State, has scheduled its February meeting for Coos Bay. We look forward to seeing you at that time and hope that, in the meanwhile, whether or not you can attend this particular meeting, that you can play some role for establishing a sound basis with the Club on highway issues. RAB

P.S. to Warren McMinimee
cc: Glenn Jackson

P.S. Warren: Sorry to have missed you on my recent trip to Tillamook. I had an excellent session with Rep. Paul Hanneman and had a good opportunity to address the community through the Tillamook Kiwanis Club. I would hope that you might be able to attend this luncheon, as it is a rather disruptive set of allegations that Bob Knepper is making, and harmful, in our judgment, to the overall effect of improving the highway system in Oregon. RAB

8353

November 22, 1977

The Honorable Jason Boe
President of the Senate
S203 State Capitol
Salem, OR 97310

Dear Jason:

Tri-Met Park and Ride Station

Here is the more comprehensive response on the Tri-Met Park and Ride Station in West Portland as referred to in my letter of October 28.

The Commission reviewed this letter at its meeting last week and authorized me to send it on their behalf. They are inviting the Board of Directors of the Automobile Club to meet with them following a work session in Portland on December 6. They are concerned, as I am, about the hip-shooting of the Automobile Club on this issue. It is perplexing, after all of the months of meetings surrounding any project or new policy, to still have people out there uninformed, whose first assumption is that you haven't been trying to inform anyone. I have always been available to questions by Mr. Knepper and have never received any directly.

I am sure you are aware of the difficulty in the process of public information. We make every effort to get the word out, as I think is evidenced by our recent set of 39 public meetings around the State.

I hope that this response is adequate to your needs.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:jv
Enc.
cc: Glenn Jackson

9252

November 22, 1977

Mr. L. R. Knepper
General Manager
Automobile Club of Oregon
600 S.W. Market Street
Portland, OR 97201

Dear Bob:

Under separate cover, I have responded to the certain factual errors in your commentaries on the West Portland Park and Ride facilities in recent months. I would hope that that letter could be printed as a rebuttal in your next issue of the "Oregon Motorist".

The Commission, in reviewing this matter, has asked for a meeting with the Board of Directors of the Automobile Club of Oregon, at least those residing in the Portland area, and has asked them to join us for lunch on Tuesday, December 6, in Portland after a workshop session that we will be conducting on the Six-Year Highway Program. I will be back to you in a few days to try and arrange a suitable place for such a luncheon.

The Commission feels rather strongly that your allegations are unfounded and that your negativism on the whole credibility issue makes quite difficult a concerted approach to achieving the financial needs necessary for the improvement of the Oregon highway system that we all desire.

On a personal note, since your initial article alleged that I never discussed the matter fully with the Legislature, if you recall in all of my discussions before the Legislature, I have never referred to projects at all. My discussions have always been on policy matters, budgets and programs. I have always been available for a conversation with you or to answer any questions, but I have not received a single inquiry in my time in this office. While we are all busy people, I believe that you could have called and asked all of a range of questions if you had chosen to do so.

It is certainly my responsibility as a chief administrative officer of a major agency of State government to discipline the employees of this Department in matters of policy adopted by the Commission. To do otherwise, would be irresponsible on my part.

In your letter of November 11, you have asked a number of additional questions of Fred Klaboe. Rather than to respond to you personally on this matter, I believe it is adequate to suggest that the Commission discuss these matters full with your Board on December 6.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:jv

cc Glenn L. Jackson

bc F. B. Klaboe
George Bell
Alan Lightner

[illegible]
[illegible]

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1977

Mr. Charles E. Snell
President and Chairman
of the Board of Directors
Automobile Club of Oregon
1801 SW. Elm
Portland, Oregon 97201

Same letter to Board members

Dear Mr. Snell:

I am enclosing a copy of a letter sent today to Mr. Knepper as official rebuttal on the part of the Oregon Department of Transportation to several of his commentaries in recent issues of "The Oregon Motorist". In addition to this letter, the Oregon Transportation Commission feels so strongly about the impropriety of his allegations that they are desirous of meeting with the Board of Directors of the Automobile Club of Oregon in Portland to discuss the matters of highway funding and transit improvements in the State. The Commission will be holding a public workshop on the current Six-Year Highway Program on Tuesday, December 6, in Portland, and would like to meet informally with as many members of the Automobile Club Board as possible for lunch that day. I will be in contact with Mr. Knepper to arrange details for such a luncheon, as it should provide a full opportunity to explore the issues in a direct conversational format without the use of allegation and innuendo through the columns of your newspaper.

I would appreciate it if you could let me know at the following number (378-6388) whether or not you would be able to attend such a luncheon.

Sincerely,

Robert A. Burco

Robert A. Burco
Director of Transportation

RAB:jv

Enclosure

DIRECTOR'S FILE I

November 22, 1977

Mr. L. R. Knepper
General Manager
Automobile Club of Oregon
600 S.W. Market Street
Portland, OR 97201

Dear Mr. Knepper:

You have given generous space in "The Oregon Motorist" in the last two issues to criticism of the Department of Transportation for its role in developing the West Portland Park and Ride Station.

In the interest of fairness, and to expose your readers to all sides of the issue, let me present some facts that may cast a different light on the park and ride facility than has been shed up to now.

--The concept of park and ride facilities as a means of relieving congestion on adjacent interstate freeways goes back nearly a decade to guidelines in the 1968 Federal Highway Act.

--Vacation of Harbor Drive to permit greater public access to the Willamette River initiated discussions of park and ride facilities as a means of reducing the increased traffic flow in the downtown core area.

--In 1970, CRAG contracted with the firm of De Leuw, Cather for a study of transportation needs in the metro area. Creation of a number of park and ride facilities was prominent in the recommendations to improve traffic flow and relieve congestion. The study was completed in 1973.

--Federal funding for fringe and corridor parking facilities was allocated in the 1970 Federal Highway Act, and the money became available in 1971 on a 92 percent federal, 8 percent state basis.

--In 1971, the Oregon Attorney General was asked whether state highway funds, under Article IX, Section 3 of the Oregon Constitution, could be used to provide the necessary match for a park and ride station. The answer, dated May 27, 1971, was yes. The decision was based on earlier opinions that had held that "'highway' . . . meant the roadway itself and other fixed facilities to increase the convenience and use (of highways)."

--Beginning in 1973, and continuing through December 1974, the West Portland park and ride facilitiy was discussed, debated and refined through a process of 22 Citizen Advisory Committee meetings, speeches before area service clubs, informational meetings and public hearings, presentations before the Portland City Council, distribution of the Environmental Impact Statement, publication of legal notices, 5,000 direct mail flyers, press releases and one-quarter page meeting notice ads in The Oregonian, The Oregon Journal, The Daily Journal of Commerce and the Community Press.

--On May 30, 1975, at a regular public meeting, the Transportation Commission adopted its Six-Year Construction Program for the period 1975-1981. The West Portland Park and Ride Facility was listed as Project 36 on page 11 of that program.

By no stretch of anyone's imagination, then, can this be called a "quiet" project, as the "Oregon Motorist" is fond of calling it. Neighborhood groups, service clubs and official units of government in public meetings were involved in the planning for the park and ride station, or heard public reports on it.

Further, the Attorney General is the legal advisor for state government. When a question arises, his legal opinions are sought, and subsequent actions of a state agency are guided by that opinion. Such was the case in the park and ride station matter.

One final point: The statewide vote in 1974 was on whether 8 percent of the Highway Fund could be used for mass transit. Only that, and no other, question was involved. The legality of using state Highway Fund money to provide match to construct a park and ride facility was not involved in the ballot measure; that had already been decided by the 1971 Attorney General's Opinion.

The Oregon Auto Club is dedicated to improving conditions for motorists, and the West Portland park and ride facility will do precisely that for users of the Baldock Freeway by removing up to 300 cars a day from that clogged roadway.

After I-205 and the bridge across the Columbia are completed in the next three years, it is unlikely that any major new freeways will be constructed in Oregon for many years. It will be necessary, then, for us to concentrate on making low-cost improvements to our existing roadways in order to relieve traffic congestion and increase safety. Among those improvements may well be park and ride stations in metropolitan areas.

Sincerely,

Robert A. Burco
Director of Transportation

cc: Oregon Transportation Commission (listed individually)

Officers and Directors of
Automobile Club of Oregon

bc: Governor Bob Straub
President Jason Boe
Speaker Phil Lang
Loren Kramer

bbc: Fred Klaboe
Bob Bothman
George Bell

bc: F. B. Klaboe
Bob Bothman
George Bell

8353

2

November 22, 1977

The Honorable Ben "Kip" Lombard
State Representative
133 Manzanita
Ashland, OR 97520

Dear Mr. Lombard:

Tri-Met Park and Ride Station

Thank you for your letter of November 14 referring to the Bob Knepper article regarding the Tri-Met Park and Ride Station.

The enclosed letter sent to Mr. Knepper, at the request of the Oregon Transportation Commission, I think deals fairly with the issues at hand. It is indeed true that 8 percent of the cost of this park-and-ride facility was paid for with State highway trust funds. The remainder was paid for with Federal interstate highway funding. The authority used includes Federal law as well as an Attorney General's opinion dated as early as May, 1971. This kind of facility, with accompanying multiple use highway lanes in Barbur Boulevard, serves motorists using transit for a portion of their trip, plus relieving both Barbur and I-5 of additional traffic demand. These types of facilities represent our best judgment as to important uses of highway funds in urban areas to provide effective low-cost improvements to the overall transportation network.

The Oregon Transportation Commission stands fully behind this long-standing policy, as the facility directly serves the interests of motorists as well as other users of the highway system. Mr. Knepper's allegations of secrecy and impropriety are gross misstatements and reflect lack of information on his part rather than duplicity on ours.

Thank you for your interest in this matter.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:jv
Enc.
cc: The Honorable Phil Lang
Speaker of the House

HOME ADDRESS
BEN "KIP" LOMBARD
133 MANZANITA
ASHLAND, OREGON 97520

JACKSON COUNTY
DISTRICT 52

HOME PHONE 482-8491
(ASHLAND)
BUSINESS PHONE 378-8854
(SALEM)

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
MEMBER:
JUDICIARY
ELECTIONS

November 14, 1977

Mr. Robert A. Burco
Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: Tri-Met Park and Ride Station

Dear Mr. Burco:

I have received an inquiry from a constituent regarding use of highway trust fund monies for the recent construction of a Tri-Met Park and Ride Station. I recall reading about a controversy over this in the Oregonian and Journal several months ago, but I did not follow-up on the controversy. I remember that Bob Knepper discussed the issue in the October, 1977 issue of the Oregon Motorist. Would you please advise me if, in fact, highway trust funds were so used. If so, under what authority? I would appreciate receiving whatever background you may provide on the matter so that I may explain it to my constituent. Thank you.

Sincerely yours,

Kip Lombard

Ben Lombard, Jr.

BL/po

8353

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 21, 1977

Lord Bros. Contractors
PO Box 17197
Portland, OR 97217

Attention: A.W. Cross

Re: Contract 8353

Retainage requirements on this project have been reduced to $70,000. You presently have $100,067.81 deposited in lieu of retainage. $30,067.81 may be released or applied to another project.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: The Oregon Bank
Oregon Mutual Savings Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

[illegible]

8

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

November 16, 1977

Mr. Harold C. Miles
Star Route
Silver Lake, Oregon 97638

Dear Mr. Miles:

For many years the state has been building freeways in Portland to get one-half of Oregon's citizens to and from home, work and shopping. It costs between $10 to $30 million a mile for these urban freeways.

There are thousands of miles of state highways outside of the Portland area. If we continue to pour so much money into building and widening freeways, there will never be enough left to build and repair the thousands of miles of other roads.

Convenient facilities such as the new Park and Ride station keep hundreds of cars off of Interstate 5 to downtown Portland every day. The Attorney General's opinion confirmed the legality of using highway funds to build facilities that would reduce highway congestion.

In 1975, the people voted against dedicating 8 percent of the highway fund to mass transit, which is an entirely different issue.

We believe that there will be more money available to maintain roads around Silver Lake if we can cut down on building the tremendously expensive urban freeways. A small investment in the Park and Ride station has the potential of saving tens of millions of dollars in the future.

The decision to place a $2 surcharge on State Park campsites for out-of-staters is, again, related to difficulties in the highway fund. In order to cut down on highway funding of State Parks, money had to be found in other places.

11-23-77

COPY

There is considerable precedent for the action -- several eastern states already charge differential rates for nonresidents, and it has been a long-standing practice in hunting and fishing license sales and for college and university tuition. In addition, Oregon is one of the few states in the nation without a sales tax.

The surcharge can only be repealed by the legislature. If you can provide some specifics on how Oregon's economy has been hurt by the surcharge, please make such information known to your elected state representative.

Sincerely,

Governor

RWS:tcb

bcc: Dept. of Transportation

MOORE WEST PORTLAND PARK AND RIDE 11-15-77
Transportation Commission meeting excerpt

WALSH

As long as we ~~have a dead end here~~ get Denny up there, can we take two seconds and get a run down of the West Portland Park and Ride?

JACKSON

Do we want to mention that?

Burco-

I think we might as well ya.

JACKSON

Go ahead.

Burco-

Go ahead, then I want to bring up a matter too.

MOORE

The West Portland Park and Ride station is a park and ride station whereby people drive their cars, park and either go on car pool or bus to downtown Portland.

Walsh-

How's it doing?

MOORE

They have a capacity of holding 300 cars and they operate now either at or slightly less than capacity around between 280 and 300 cars in the average are parking there daily. People using it

Walsh-

How long has it been open?

MOORE

Seems to me the first part of September it opened.

Walsh

So ~~it is~~ within 90 days it was full -

MOORE

Within 6 full operating weeks it was at capacity.

Brix-

Do you have any way to tell how many people take the bus versus car pool from there?

MOORE

When they first started they were boarding in the, well the first day they boarded 15 people on the bus and from that station and the last information I had, which is about 3 weeks, 4 weeks old, they boarded 800 people on the bus. Now ~~Trimat~~ Tri Met is doing an onsite survey, so in approximately two weeks we'll have statistics to tell you how many people are car pooling, how many people are busing from that site. We - it's a very rough guess right now.

Walsh -- Does that exceed any expectations we had or do we, guessing what rate it might fill up?

MOORE I think we had quite a bit of scepticism within our own ranks as to whether or not the people would really use it. I think generally are very pleased to find that it's a tremendous success frankly.

JACKSON You say there are 350 spaces or 300?

MOORE 300

JACKSON 300 and you are gathering about 285 or 280.

MOORE Two weeks, two months ago, which was what, Mid September, the latter part of September I want to say, was 296 cars and since then it has been averaging about 280 cars.

JACKSON Ya, okay.

Walsh - So that's 95% of the capacity.

JACKSON That's pretty good. On the other hand to really make the impact we are talking about, it should have probably twice the space out there for park~~ing~~ed cars.

MOORE I'd be hard pressed to project that on the spot, but there is some speculation

JACKSON You're talking about highway capacity as an offset. You'd have to have additional parking space.

Walsh What did that cost us?

MOORE Cost 2,850,000 total project cost of which 8 percent was the State or $228,000.

Walsh ~~228,000?~~ Two million eight -

MOORE Pardon, yes.

JACKSON I thought it was 140,000.

Burco He was giving you the Federal and State

JACKSON What was the State's investment?

MOORE The figure I have is $228,000, ~~W~~which would be 8 percent.

Malone The firures that was used before when ~~the~~ it first came out was $162,000 and that was 8 percent of the construction costs. I think [illegible] ~~Eddie's~~ giving you 8 percent of the right ~~away~~ of way cost.

Moore Land, total project cost, including the Barber Blvd. bus lane I might add. That's probably the different figure.

Burco Okay, that's an important point, excuse me, that's an important point, including the bus lane as well and I believe there is additional right ~~away~~ of way there if the lot was to be expanded.

Walsh All I was getting at, very ballpark – it's cost ~~from~~ in a the same amount of space as a downtown parking garage. The downtown parking garage was run on a mid 90 percent occupancy and land office? success. Plus eventually this you got a whole bunch of residual benefits that are-

JACKSON Except we are not charging for the parking.

MOORE We are not charging for the parking.

JACKSON Except we are not charging for the parking

Walsh Indirectly paid for-

JACKSON Well if we are, if we are relieved of construction costs that offset it why no problem.

Burco I, I have, I have also circulated to you a draft letter. The deals with that, and wanted to get at least some comment today about sending it. You ought to sign it I suppose, but it in general, it runs through the history of that project and responds to some complaints from Mr. Neper at the Auto Club. We prepared this letter in partial response from Jason Boe suggesting that a response is probably appropriate.

JACKSON Ya, alright we will take that up after the session. Thanks a lot Dennis.

8

626-1901
340

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: DONALD R. ADAMS
Project Development Manager

DATE: November 15, 1977

MA PDM PDE TSE SPC
ODOT - METRO
NOV 16 1977
PPS FILE T/A

FROM: KEN D. LIMBOCKER
Design Engineer

SUBJECT: West Portland Park and Ride
Cost Summary

The construction items have been analyzed and separated into four categories. Three of the costs are for specific functions. The fourth lumps together aesthetic, safety and traffic handling devices.

1. The cost of the terminal building is $343,405.
2. The cost of the pedestrian overcrossing structure is $313,896.
3. The cost of the site work which includes grading, paving, miscellaneous structures and walkways is $1,216,551.
4. The miscellaneous costs include illumination, landscaping, signalization and signing and amount to $238,752.

Total of the construction items amount to $2,112,604.

Other costs attributable, in whole or in part, to the Park and Ride are:

1. Preliminary engineering $313,724. (This covers both the Park and Ride site and the Barbur Boulevard bus lanes separation of costs between the two projects is not feasible.)
2. Construction engineering $250,000
3. Right-of-way 756,101

$250,000 State Cost

The total costs of the Park and Ride lot is $3,118,088. The federal participation is 92% based on interstate financing and amounts to $2,868,641.

The Barbur Boulevard bus lanes (Southwest Sheridan-Southwest Slavins Road) is now under construction. The latest estimated costs are as follows:

Preliminary engineering	(included above)
Construction items	$475,758
Construction engineering	60,000
Right-of-way	35,483
TOTAL	$517,241

Federal participation for this project is 86% and amounts to $491,267.

ja

8

AUTOMOBILE CLUB OF OREGON

AAA

AUTOMOBILE CLUB OF OREGON
600 S.W. MARKET STREET • PORTLAND, OREGON 97201 • 227-7777
SERVING MOTORISTS SINCE 1905
Affiliated with AMERICAN AUTOMOBILE ASSOCIATION

OFFICERS:
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President
WARREN A. McMINIMEE
Vice President
DAVID L. DAVIES
Treasurer
L. R. KNEPPER
General Manager

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E. ROBERT DELUCCIA
Portland
C. EDWIN FRANCIS
Portland
E. ROY JARMAN
Portland
WARREN A. McMINIMEE
Tillamook
JOHN W. SNIDER
Medford
A. W. SWEET
North Bend
JAMES J. WALTON
Salem
RAY T. YASUI
Hood River

RECEIVED
DOT OPERATIONS
NOV 14 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

November 11, 1977

B/ups
1 wk

Fred Klaboe
Chief of Operations
State Highway Department
Salem, Oregon 97310

Dear Fred:

Would you please give me some information concerning the use of dedicated road funds to build the Barbur Boulevard parking facility? Here are some of our questions:

May we have a copy of the 1975 Attorney General's opinion referred to by Bob Bothman which said it was legal to use gasoline taxes in conjunction with some mass transit projects?

Why were there no news stories between 1975 and 1977 identifying the source of funds for the parking facility?

When highway department spokesmen were asking Legislative Committees in 1975 and 1977 for additional gasoline taxes, why was there no mention of using gasoline taxes for the Barbur Boulevard facility? There was mention of _all_ the other uses of the fund, but not this one.

A _very reliable_ source has informed me an engineer fears for his job if he is found talking directly to me. Why?

We have been informed that over $2 million was spent on the facility--but that figure does not include regular salaries of highway personnel who worked on the project. An example--highway department surveyors. We were also informed the cost of the land was not included in the total. Are these reports correct or incorrect? We would like to know the gross final costs of the facility.

The transfer of $200 million from the ~~Mt.~~ Hood Freeway project will require matching funds of approximately 22%. That is about $44 million. What will be the source of those matching funds?

No answer necessary — FK
JSK

What was the date that actual construction of the Barbur parking facility commenced?

We were recently informed that the funding source of the Barbur project had been publicly known for several years. I didn't know it. Several lobbyists who should have known, didn't know it. The only state representative I talked to didn't know it. Radio and TV newsmen were not aware of it until it appeared in the Motorist. Of several hundred members and others, only one knew the source of the funding and he is and was party to the planning and building of the facility--in other words, he was on the inside.

Our first knowledge came from a source identified as allied or very close to a person high up in the Department of Transportation who apparently felt that the general public had a right to know how dedicated, badly needed road funds were being spent.

Why did the funding information not come from the highway department in a normal manner rather than having to come from our anonymous source?

Am I wrong in my belief that if the matter had remained "quiet", that it would have been done again on future similar projects and that the reason for use on similar projects would have been because it was "fait accompli"?

Highway Department spokesmen have stressed, in pleas for higher gasoline taxes and user taxes, that the increase in funds would be used only on street and road repair and maintenance because this need was desperate. It would appear this need is not so desperate after all as over $2 million in federal and state gasoline taxes were apparently more desperately needed for a parking facility. Where are highway funds most desperately needed?

If the building of a parking facility is a proper "use" of highway funds, then any project remotely connected with driving might also be so construed. It appears then that the people didn't vote in favor of an anti-diversion amendment in 1942. After all, do we or don't we have an anti-diversion amendment in our Constitution?

Will appreciate your answers to the above questions and any other comments you may have.

Sincerely,

Bob

L. R. Knepper
General Manager

LRK:df

October 28, 1977

The Honorable Jason Boe
President of the Senate
S-203 State Capitol
Salem, Oregon 97310

Dear Jason:

I had hoped that a nonresponse would have been the best response for the AAA, as most of the allegations are way off base. However, I think you are probably right, and given the fact that the latest issue of their magazine challenges us on a variety of policies, I am preparing a comprehensive response.

The matter had been well discussed in public and has been a clear area of Commission policy for a number of years. Bob Knepper's failure to know about it is an oversignt on his part, not an element of secrecy on ours.

Construction of the park-and-ride station in west Portland has been achieved as part of the interstate highway program. Funding for the project consists of 92 percent federal interstate funds (federal gas tax) and 8 percent State match (State gas tax).

The project was established as a highway project by the Federal Government, who is actively pursuing construction of these kinds of facilities to increase capacity and relieve congestion on the interstate freeway system in urban areas. The Attorney General has, on two occasions, reviewed the project and deemed that it falls within the definition of highways.

The West Portland Park-and-Ride Station was completed after several years of development and is supported by residents of southwest Portland, directly affected by the facility. Development of the project is a model in utilizing public participation, public meetings, advisory committees, and press coverage in an attempt to satisfy transportation needs in southwest Portland, acceptable to that community. This project has achieved that goal.

The project will provide for a substantial relief on Interstate 5. The station, after one-month's operation, has reached near capacity. The 294 cars using the lot on September 30 are cars that are no longer using the freeway. People are forming carpools and taking the bus to gain access to downtown Portland. Bus ridership has made a substantial increase and people are using this express facility rather than their automobile.

Widening I-5 to provide for more automobiles is neither realistic nor consistent with city, county, and regional goals. Some other solution to move people must be achieved. Park-and-ride stations are one of the possibilities. The West Portland Park-and-Ride Station is one attempt.

The station is owned by the State of Oregon and operated by Tri-Met. Enclosed are Governor Straub's remarks in dedicating the facility, pointing out the process used to develop the project as well as the purpose of the project.

I appreciate this opportunity to clarify the matter for you and to indicate that the Commission, as well as the Federal Government, strongly feels that park-and-ride stations and bus lanes are proper responses for the usage of highway dollars for both motorists and transit riders. We will, in fact, be opening bus lanes on Barbur Boulevard shortly after the first of November as a part of this project. There is a long history of encouraging this kind of activity on the part of the Federal Government, dating as far back as 1966. In my travels around the state, I have been trying to explain this matter as well as a number of others about the interaction of transit and highway facilities.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

Enc.

cc Governor Robert W. Straub
Oregon Transportation Commission

bc Len Bergstein
bc Fred Klaboe
R. N. Bothman
Dennis Moore
Alan Lightner

8353

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 21, 1977

The Oregon Bank
Ninth & Washington Br.
PO Box 447
Portland, OR 97208

Attention: Stephanie Schopf,
Asst. Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Your letters of October 4th indicate certificates of deposit 1284 and 1285 each for $10,000 have been replaced by 9810 and 9811 both maturing January 1, 1978.

The total of securities on deposit has not changed.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

CC: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

NOTED
C. W. HEAD

#3- 8

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

October 20, 1977

Mr. Stephen J. Cramer
635 Laskey Lane
North Bend, Oregon 97459

Dear Mr. Cramer:

The gas tax has not been increased in the last ten years while the cost of all things connected with highway construction and maintenance has inflated considerably. As an example, the basic material used to maintain highways, oil, has increased in price 300 percent since 1973.

The same legislation that provides for the two-cent gas tax also stipulates that highway funds must be used for reconstruction, rehabilitation and maintenance before new construction. Another bill provides for funding of parks, state police and bicycle paths from the General Fund rather than the Highway Fund as in the past.

Insofar as Tri-Met is concerned, General Funds are the only source of state revenue used to support the transit district in Portland.

Since the gas tax is a user tax, those who use the system more than others will pay more for its upkeep.

The West Portland Park and Ride Station was developed with major citizen input over a period of three years and was supported by residents of Southwest Portland directly affected by the project.

Sincerely,

Governor

RWS:cb

11-8-77

STATE [illegible]
REFER TO

bcc: Dept. of Transportation

COPY

012828 DOT

Stephen J. Cramer
635 Laskey Lane
North Bend, Oregon 97459

Oct. 4-1977

RECEIVED
OCT - 7 1977
Governor's Office

Please prepare [illegible] reply
for Gov[illegible]
by 10/17
Thank you.

Gov. Bob Straub

Dear Sir, I was shocked to read this article that I'm sending you. A while back you wanted a 1¢ gas tax which we voted down for highways. Now you being the Governor, don't you know what's going on in Salem. $2,000,000 of the gasoline taxes taken, and not being used for highway repairs. No wonder highway 42 won't be fixed if such deals are being made with our road funds. I'm sending you this from the Oregon Motorist and I want you to tell me how this happened. I'm sure you can give me the answer. I will looking to hear from you.

Sincerely
Stephen J. Cramer
635 Laskey Lane
North Bend, Oregon 97459

RECEIVED
STATE HWY ENGR
OCT 14 '77
REFER TO Dillman
FOR

RECEIVED
OCT 10 1977
OFFICE
DIRECTOR of TRANSPORTATION

Transit station uses road funds

(Continued from Page 1)

in the Oregon Constitution, overwhelmingly approved by the voters, states that the proceeds from any tax . . . levied on motor vehicle fuel . . . used for the propulsion of motor vehicles . . . shall . . . "be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the state of Oregon . . . and also may be used for the acquisition, development, maintenance, care and use of parks, recreational, scenic or other historic places and for the publicizing of any of the foregoing uses and things."

The above usage of gasoline and other user taxes was taken from Article IX, Section 3, of the Oregon Constitution.

Why did the Oregon Transportation Commission quietly decide to use gasoline taxes dedicated to roads less than three years after a statewide vote refusing a diversion of just 8% of road user fees for mass transit purposes? What did the "NO" vote of the voters mean to our elected and appointed officials? Apparently, "NO" meant "YES" as we believe the will of the majority of the voters has been completely nullified by this type of use of gasoline taxes.

In April, 1941, Dr. E. B. McDaniel, President of the Oregon AAA said: "The use of gasoline money to improve roads is a self-sustaining proposition — improved roads have cut the cost of motor travel to the point that the savings in operation of a car pay for the tax. But the diversion of these taxes just singles the motorist out to pay for more than his just share of the tax load."

And C. C. Chapman, father of the gasoline tax, said in 1941: " . . . the necessity of protection from diversion, in order to insure good will loyalty to the tax by motor vehicle owners because of confidence it would be safeguarded exclusively for highway purposes, was a necessity which was paramount. The highways of today are the result of support of the gasoline tax in confidence that its proceeds would not be diverted. Forfeit this confidence by diversion and good will support of this tax, now welcomed by those who pay it, will be forfeited."

Our interpretation of the anti-diversion amendment is that this was a flat diversion of our gasoline taxes. We will be voting next May on a proposed gasoline tax increase. Will C. C. Chapman's words come back 27 years later to haunt the Oregon Transportation Commission and the Highway Department?

Road funds are used to finance transit station

By BOB KNEPPER
General Manager,
Auto Club of Oregon

It wasn't until we received an anonymous tip that we were able to learn that the Barbur Boulevard Park and Ride station was built for Tri-Met with $2,000,000 taken from federal and state of Oregon gasoline taxes on the 92% - 8% Interstate formula.

Metropolitan Highway Engineer Bob Bothman said the decision to use a portion of Oregon gasoline taxes, supposedly sorely needed for road repair and maintenance, was made by the Oregon Transportation Commission on the grounds that the Park and Ride station on Barbur Boulevard is ADJACENT to Interstate 5 and took 300 cars from Interstate 5 in that area and put them in the Park and Ride station.

It was just a few months ago that Highway Department Director Bob Burco was pleading to the Legislature that more gasoline taxes and user fees were desperately needed because required road repair and maintenance was already far behind and that our highways and other roads were going to pot. But at the many meetings at which we were present we never once heard Mr. Burco say that our Oregon gasoline taxes and user fees were more desperately needed for the Tri-Met Park and Ride station than for overdue road repair and maintenance.

The anti-diversion amendment

(Continued on Page 3)

8353

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1977

The Oregon Bank
Ninth & Washington Br.
PO Box 447
Portland, OR 97208

Attention: Stephanie Schopf
Asst. Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letters indicating the following replacements of certificates of deposit:

Letter	Matured CD#	Amount	Replacement CD#	Maturity Date
10-1-88	1256	$ 5,000	9804	1-4-78
10-6-77	1286	10,000	9802	?
10-6-77	1287	10,000	9803	1-4-78
10-6-77	1295	5,000	9801	1-4-78

There is no change in the total amount of securities on deposit for this project.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

cc": Lord Bros. Contractors, Inc.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

10-18-77
c/ R [illegible]

RECEIVED
STATE HWY ENGR
OCT 18 '77
REFER TO
FOR
Info | Inves | R:D | D:R | Sign | Act | File

October 10, 1977

Mertie DeBast
Route 2, Box 701
Rainier, Oregon 97048

Dear Mrs. DeBast:

The gas tax has not been increased in the last ten years while the cost of all things connected with highway construction and maintenance has inflated considerably. As an example, the basic material used to maintain highways, oil, has increased in price 300 percent since 1973.

The same legislation that provides for the two-cent gas tax also stipulates that highway funds must be used for reconstruction, rehabilitation and maintenance before new construction. Another bill provides for funding of parks, state police and bicycle paths from the General Fund rather than the Highway Fund as in the past.

Insofar as TriMet is concerned, General Funds are the only source of state revenue used to support the transit district in Portland.

Since the gas tax is a user tax, those who use the system more than others will pay more for its upkeep.

The West Portland Park and Ride Station was developed with major citizen input over a period of three years and was supported by residents of Southwest Portland directly affected by the project.

Sincerely,

Governor

RWS:njd

RECEIVED
OCT 11 1977
OFFICE
DIRECTOR of TRANSPORTATION

8

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
OCT 18 '77
REFER TO
FOR
Info | Ans | R.D | D.R | Sign | Act | File

September 27, 1977

Mr. J. Ward O'Brien
5 Chateau Village
Woodburn, Oregon 97071

Dear Mr. O'Brien:

Development of the West Portland Park and Ride Station involved the cooperation of several transportation agencies and several levels of government. The project represents a public investment to increase mobility and better use of our highways, improve air quality and conserve energy in the urban area of Portland.

I believe it is important to point out the citizen involvement and public communication that supported the development of this park-and-ride station. Informational flyers, quarter-page ads in local papers, citizen advisory committee meetings, news releases, presentations before local jurisdictions, and public informational meetings and hearings resulted in thirty-two news stories and editorials over the past three years. The overwhelming evidence from this activity is public support for the West Portland Park and Ride Station.

The purpose of the station is to relieve existing and future traffic congestion on Interstate 5. It will accomplish this by providing parking for 300 cars daily and, together with a bus system designed around the station, provide transportation for 1,350 passengers to and from the city during rush hours who will not have to rely on Interstate 5.

The almost immediate success of the project gives an early indication that it will help relieve the current and projected congestion on I-5 and provide a major benefit to motorists using that facility.

Sincerely,

Governor

COPY

RWS:cb

bcc: Dept. of Transportation

Dear Governor Straub,

Below is an article taken from "The Oregon Motorist" re: the atrocity perpetrated by the highway department. Doesn't this come under the category of THEFT?

Sincerely,

J. Ward O'Brien

MA ~~PDM~~ ~~PDE~~ ~~TSE~~ SPC
ODOT - METRO
SEP 21 1977
AM PPS FILE.T/A

J WARD OBRIEN
5 CHATEAU VILLAGE
WOODBURN OR 97071

012402

9/26
Thank you.

Road funds are used to finance transit station

By BOB KNEPPER
General Manager,
Auto Club of Oregon

It wasn't until we received an anonymous tip that we were able to learn that the Barbur Boulevard Park and Ride station was built for Tri-Met with $2,000,000 taken from federal and state of Oregon gasoline taxes on the 92% - 8% Interstate formula.

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The anti-diversion amendment in the Oregon Constitution, overwhelmingly approved by the voters, states that the proceeds from any tax . . . levied on motor vehicle fuel . . . used for the propulsion of motor vehicles . . . shall . . . "be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the state of Oregon . . . and also may be used for the acquisition, development, maintenance, care and use of parks, recreational, scenic or other historic places and for the publicizing of any of the foregoing uses and things."

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8353

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 26, 1977

The Oregon Bank
Ninth & Washington Br.
PO Box 447
Portland, OR 97208

Attention: Stephanie Schopf,
Asst. Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letter indicating certificate of deposit 1314 in the amount of $5,000 maturing December 19, 1977 has been deposited as a replacement for CD 1277 in the same amount.

There is no change in the total amount of securities on deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

NOTED
C. W. HEAD

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

State of Oregon
OFFICE OF THE GOVERNOR

9

HOLD UNTIL 10:00 a.m.
9/20/77

DEDICATION OF WEST PORTLAND'S
PARK AND RIDE STATION
TUESDAY, SEPTEMBER 20, 1977

THANK YOU, JERRY, FOR THAT KIND INTRODUCTION.

IT GIVES ME REAL PLEASURE TO TAKE PART IN THE DEDICATION OF THE WEST PORTLAND PARK AND RIDE STATION.

THIS IS NOT THE FIRST PARK AND RIDE STATION NOR WILL IT BE THE LAST.

IT IS IMPRESSIVE BECAUSE IT REPRESENTS THE COOPERATION OF MANY TRANSPORTATION AGENCIES AND SEVERAL LEVELS OF GOVERNMENT.

THE PUBLIC INVESTMENT IN THIS STATION ALSO REPRESENTS A COMBINATION OF PUBLIC POLICIES: INCREASED MOBILITY AND BETTER USE OF OUR ROADWAYS; AIR QUALITY; ENERGY CONSERVATION; LAND USE AND REVITALIZATION OF OUR URBAN CENTERS.

THIS PROJECT, FROM ITS BEGINNING, HAS BEEN A MODEL OF CITIZEN INVOLVEMENT AND PUBLIC COMMUNICATION.

IN FACT, THIS FACILITY IS A MONUMENT TO WHAT CAN BE DONE WHEN PUBLIC AGENCIES COMMUNICATE THEIR INTENTIONS TO...AND THEN ARE GUIDED BY...THE RESPONSE OF INVOLVED CITIZENS.

LET ME SHOW YOU WHAT I MEAN:

-- IN APRIL 1974, THE HIGHWAY DIVISION MAILED 4,000 INFORMATIONAL FLYERS TO CITIZENS AND BUSINESSES IN THE WEST PORTLAND AREA ANNOUNCING PUBLIC HEARINGS ON THE PARK AND RIDE STATION.

-- QUARTER-PAGE ADS WERE PLACED IN THE OREGONIAN AND OTHER NEWSPAPERS IN THE TARGET AREA.

-- TWENTY-TWO CITIZEN ADVISORY COMMITTEE MEETINGS WERE HELD.

NOTED
F. B. KLABOE

-- major news releases were distributed, and speeches about the project were made to area service clubs.

-- six presentations were made before the Portland City Council as well as one before the Tri-Met Board.

-- three informational meetings and public hearings were held in August of 1974 alone.

All of this activity -- and this is only a sample -- generated 32 news stories and editorials in the last three years.

The public has been informed and involved in the decisions leading to the Station.

I am here today to open this Station, call the public's attention to its benefits, and to urge people to use it.

From the very outset, this project has also been a model of successful transportation planning.

It has six basic components:

-- free parking for 300 cars...

-- the Station...

-- the pedestrian overcrossing...

-- the Barbur Boulevard left-turn channels and signals...

-- the special "Reverse Bus Lanes" which will allow buses to move quickly in a special lane to beat the heavy traffic flow in the morning and evening rush hours...

-- and, finally, the Downtown Transit Mall.

THE REWARDS OF THIS PROJECT WILL BE IMMEDIATE AND GREAT.

IT WILL PROVIDE RELIEF TO I-5 CONGESTION BY REMOVING UP TO 300 CARS DAILY FROM RUSH-HOUR TRAFFIC...

...CARS THAT NOW CONGEST THAT FREEWAY, OFTEN BRINGING IT TO THE POINT OF NEAR STANDSTILL IN THE PEAK TRAFFIC HOURS.

AND, INITIALLY, WE WILL SAVE UP TO 500 THOUSAND GALLONS OF GAS A YEAR...AN IMPORTANT SAVINGS IN THIS PERIOD OF ENERGY SHORTAGE.

IT WILL PROVIDE CONSIDERABLE HELP TO THE PORTLAND AIRSHED BY REDUCING THE EMISSIONS OF CARBON MONOXIDE AND HYDROCARBONS.

IT IS A SIGNIFICANT PART OF THE ENTIRE PORTLAND TRANSPORTATION PLAN -- THE FIRST STEP IN LIMITING AUTOS IN THE CENTRAL DOWNTOWN AREA.

IT SUPPORTS THE DOWNTOWN MALL PLAN AND THE ENTIRE IDEA OF A PUBLIC TRANSPORTATION SYSTEM WHICH TAKES PEOPLE FROM WHERE THEY ARE TO WHERE THEY WANT TO GO.

FINALLY, IT IS ALSO A MAJOR ELEMENT IN THE CLEAN AIR IMPLEMENTATION PLAN.

AND, PERHAPS, OF AS MUCH IMPORTANCE TO THOSE WHO WILL USE THE SYSTEM EVERY DAY IS THE FACT THAT IT SAVES MONEY.

FOR 80¢ A DAY, EACH OF SOME 1,350 PASSENGERS CAN GET TO AND FROM THE CITY WITHOUT HAVING TO WORRY ABOUT COSTLY...AND INCREASINGLY HARD-TO-LOCATE...PARKING FACILITIES.

THE COST OF ROUNDTRIP BUS FARE IS LESS THAN THE COST OF AN HOUR'S PARKING ALONE IN DOWNTOWN PORTLAND...NOT TO MENTION THE COST OF GASOLINE.

FOR ALL-DAY, EVERY-DAY COMMUTERS, THE SAVINGS WILL BE GREAT.

WHAT WE DEDICATE HERE TODAY IS THE SUCCESSFUL CULMINATION OF THE WORK OF A GREAT MANY LEVELS OF GOVERNMENT.

IT IS PART OF AN OVERALL TRANSPORTATION POLICY DESIGNED TO USHER IN AN ERA OF CONVENIENT AND INEXPENSIVE MOBILITY FOR OUR CITIZENS.

I AM PROUD TO DEDICATE THESE FACILITIES.
THEY REPRESENT TRANSPORTATION WITH RELAXATION...
-- MOBILITY WITH A MINIMUM OF POLLUTION...
-- AND METROPOLITAN GROWTH WITHOUT CONGESTION.

THANK YOU.

###

Citizen Involvement on West Portland

Park and Ride Station

May 22, 1973 through July 1973--Park and Ride Coordination Committee meetings.

July 3, 1973--Jackson Community Association (JCA) request to ODOT director for information to start park and ride station.

July 12, 1973--Highway Division met with JCA per request.

July 24, 1973--Park and Ride Coordination Committee meeting, and mailing of notices and questionnaires to community.

August 1, 1973--Hand delivery of flyers to businesses in area with information on meeting of August 8.

August 8, 1973--JCA-Highway Division information meeting, with Tri-Met, DEQ, City of Portland, Multnomah and Clackamas Counties and CRAG.

August 23, 1973--Formation of the first meeting of JCA Contact Committee to consider sites, routes, and lane assignments.

August 30, 1973--Second JCA Contact Committee meeting to consider site and costs.

September 4, 1973--Letters to businesses asking for business persons to volunteer for Business Advisory Committee.

September through November 1973--Weekly Highway Division-JCA Coordination Committee meetings.

October 11, 1973--Park and Ride address to West Portland Lions Club.

April 4, 1974--Public information meeting at Jackson High School.

August 16, 1974--Pre-hearing public information sessions.

August 16, 1974--Briefing for Lair Hill-Corbett-Terwilliger Neighborhood Association.

October 9, 1974--Letter to JCA urging attendance at Steering Committee meetings.

November 20, 1974--Briefed Lair Hill-Corbett-Terwilliger Neighborhood Association again.

November 25, 1974--Meeting memos sent to JCA and City Council and Tri-Met Board advised of meeting dates to act on proposal.

December 12, 1974--Information visits to businesses on Site "A".

December through January 1975--Informational visits to businesses affected by route widening.

Summary of citizen involvement

22 Citizen Advisory Committee meetings

3 Adjacent community meetings.

3 Service Clubs (Lions, Kiwanis, Commercial Club)

2 Public Meetings--August 1973 and April 1974
5,000 flyers by direct mail
Press Releases

3 Informational meetings and public hearings held in August 1974.

One-quarter page newspaper ads in Oregonian, Oregon Journal, Daily Journal of Commerce and Community Press.

6 Presentations to Portland City Council between December 1973 and December 1976.

1 Presentation to Tri-Met Board

32 News clippings from March 1974 to January 1977

3 Major news releases--one in 1973 and two in 1974.

Legal notices published in 1974 on four different days in Oregonian, Oregon Journal, Daily Journal of Commerce and Community Press.

Legal notices on design approval ran one year later.

150 copies of Environmental Impact Statement distributed July 1974.

WEST PORTLAND PARK AND RIDE FEATURES

- It is a motor vehicle facility (Park & Ride)
- It will accommodate 300 cars, will carry 400 people based on 1.3 people per car.
- Will reduce the amount and cost of travel for those people traveling to the downtown portion of Portland.
- Will reduce air pollution, parking needs and congestion in the downtown portion of Portland.
- The Park & Ride program is designed to save energy and help air pollution.
- 60% of the CBD (central business district) is devoted to the automobile. Park & Ride can reduce this trend and make downtown more of a "people" place.
- Park & Ride is tied into the transit mall which is designed for people and buses.
- Park & Ride will act as a transfer station for SE and SW Portland facilitating more cross traffic.
- $160,000 of Oregon highway money can be used by more Oregonians to enjoy more of the Oregon Transportation System.
- There are also accommodations for handicapped, which will make transportation more accessible for those people.

8353 [illegible]-77 8

WEST PORTLAND PARK AND RIDE
PRELIMINARY ENGINEERING

FUNCTION	ACTIVITY	AMOUNT EXPENDED
901	Resident Engineer	$76,054.05
902	Citizens Involvement	7,285.40
904	Consultant Fees	10,665.35
905	Final Design	26,933.14
906	Bridge Design	96,729.48
907	Preliminary Design	1,321.82
909	Right of Way Description	2,514.20
910	Soils and Geology	12,702.22
911	Signing	11,580.32
912	Landscape Department	5,586.80
913	Right of Way--Liaison and Relocation	198.57
914	Utility Liaison	2,718.73
916	Photogrammetry	603.47
918	Reconnaissance and Hydrology	
920	Program and Planning Adm.	791.25
921	Specifications	8,031.69
923	Environmental Section	37,264.35
924	Department of Transportation	6,270.06
926	Foundation Investigation	3,150.65
950	Training Courses	1,227.25
980	Public Hearing Charges	2,003.83
	TOTAL	$313,634.98

NOTED
F. B. KLABOE

GAP:ss
9-20-77

TRANSIT STATION FACT SHEET

History

Idea of fringe area parking facilities first introduced in Federal Highway Act of 1968.

Guidelines established.

Federal aid funds made available.

States encouraged to plan these facilities.

Planning

CRAG contracted with De Leuw, Cather in 1970 for study of Public Transportation Plan.

Active steering committee--Jackson Neighborhood Group.

Flyer developed with questionnaire distributed to 4,000 people in corridor asking for comments.

Public meetings held in neighborhood from late 1973 through early 1974.

Design hearing held August, 1974

Final Environmental Impact Statement circulated December 26, 1975.

Designed by ODOT structure engineers, with assistance from Tri-Met. Model on display at Tri-Met.

Basic Components

Provides parking for 300 cars.

Provides station building for shelter.

Pedestrian overcrossing.

Barbur Boulevard channelization and signalization.

Bus lane on Barbur Boulevard to central business district

Transit Mall

NOTED
F. B. KLABOE

Cost and Financing

Cost for construction and engineering on first four components is $2.5 million.

Right-of-way costs are $671,000.

Federal government pays 92 per cent of costs for station

State pays 8 per cent of station costs.

Barbur Boulevard Bus Lane

Provide preferential treatment for buses to speed their flow.

Bus lane median lane during peak hours

Bus lane left turn refuge during non-peak hours

Expected to open November 1, 1977

Cost is $500,000. Feds pay 86%
State pays 7%
City and Tri-Met pay 7%

What it Does

Early predicted ridership in 1977 is 1,350 passengers inbound during peak hours.

By 1996 jump to 1,750 inbound.

Remove 1,350 cars from highway by 1996.

Capacity of highway is 1,600 cars per hour per highway lane.

Now at capacity during peak hours.

Without bus lane will need added lane.

296 buses now use facility daily.

362 buses to use facility on December 1, 1977.

Gasoline consumption reduced 500,000 gallons annually.

Air quality - projected 10 to 20 per cent improvement in area.

Significant part of Portland Transportation Plan.

Supports downtown plan, Mall development, etc.

Ratio road user benefits to road user costs is 2.07.

II

8

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND, OREGON 97205 Telephone (503) 229-6086

August 23, 1977

Oregon State Hwy. Division
Highway Bldg.
Salem, Oregon 97310

Re: West Portland Park and Ride
A.Q. Parking File No: 26-5034
Review of Indirect Source
Date Approved 4/1/76

Gentlemen:

The Department is reviewing and updating our files on Indirect Sources. An Indirect Source is a facility, building or structure which indirectly causes auto travel that results in emissions of air pollutants for which there is a standard. Examples are: highways, shopping centers, industrial sites, parking facilities, etc. The above referenced Indirect Source is listed in our files as being approved for construction and operation by your organization. We would appreciate your cooperation in filling out the attached form. If your organization has been incorrectly contacted, we would appreciate it if you would forward this form to the appropriate individual or organization for completion.

Indirect Sources for which the Department does not receive a completed form will automatically be scheduled for an on-site inspection and compliance pursuant to the rules and regulations of the Department.

If you have any questions, feel free to contact me at 229-6086.

Sincerely,

Anthony J George J.
Anthony J. George, Jr.
Transportation Control Program Coordinator

AJG:lb

Attachment

RECEIVED
STATE HWY ENGR
AUG 24 '77
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

orig to

Contains Recycled Materials

DEQ-1

Department of Environmental Quality
Air Quality Division - Technical Services Section
1234 S. W. Morrison Street
Portland, Oregon 97205

INDIRECT SOURCE INFORMATION REQUEST FORM

DEQ File Name: West Portland Park and Ride

A.Q. Parking File No.: 26-5034

Current Name of Project: ____________________

Current Owner Information:

Name: ____________________

Address: ____________________

____

Phone: ____________________

Responsible Person to Contact (if other than owner):

Name: ____________________

Address: ____________________

____

Phone: ____________________

Number of Parking Spaces Constructed (or available through reciprocal easement agreement or other associated parking) ____________________

Description of Activities Conducted in Conjunction with the Indirect Source:

____

____

____

Statement of Progress in Meeting Conditions of Approval:

____

____

____

____

____

____

Signature of Respondent: ____________________

Title: ____________________ Phone: ____________________

Issued by the
Department of Environmental Quality for

Issue Date APR 1 1976
Permit No. 265034

OREGON STATE HIGHWAY DIVISION

Permit Conditions for Parking Facilities

Size of Parking Facility

1. The size of the parking facility constructed under this permit shall not exceed 320 spaces.

2. Number of vehicles utilizing the parking areas at any one time shall not exceed the approved number of spaces.

Transit Incentive Programs

The following transit incentive programs shall be provided by the permittee as a condition of this permit:

3. Ten percent (10%) of the parking spaces constructed for this facility shall be reserved for use by carpools.

4. Bicycle racks shall be provided, located at the transit station.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

5. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Notice of Completion

6. A notice of completion form, number NC-IS 265034 shall be completed and submitted to the Department following construction and prior to operation of this facility.

Issued by the
Department of Environmental Quality for
OREGON STATE HIGHWAY DIVISION

Issue Date APR 1 1976
Permit No. 265034

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

b. Violation of any of the requirements, limitations or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

8-3-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 17, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Asst. Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letter of August 11, 1977 indicated Certificate of Deposit 1300 in the amount of $5,000 is being retained by you.

This increases the amount on deposit as indicated below:

Oregon Mutual Savings Bank	$ 10,000.00
The Oregon Bank	90,067.81
	$ 100,067.81

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: July 29, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: West Portland Park & Ride

We have reviewed and concur with Tri-Met's ordinance for operations of subject station for your response to Mr. G. H. Wood.

JDM/ldo

cc: F. B. Klaboe
Bill Geibel
Arvey Nelson

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
AUG 2 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

ORDINANCE NO. 50

AN ORDINANCE ESTABLISHING REGULATIONS CONTROLLING THE USE OF THE BARBUR BOULEVARD TRANSIT STATION; AUTHORIZING THE GENERAL MANAGER TO DESIGNATE SPEEDS AND USES, INCLUDING AREAS FOR PARKING BY OR FOR SPECIFIC PURPOSES AND LENGTH OF TIME AND PROVIDING PENALTIES.

The Board of Directors of the Tri-County Metropolitan Transportation District of Oregon, under authority of Sections 267.200 and 267.150 of the Oregon Revised Statutes, does hereby ordain and decree the following ordinance:

1. General Provisions

(a) As used in this Ordinance, the Barbur Boulevard Transit Station shall mean that Tri-Met Park and Ride Station located at the junction of Interstate Five (Pacific Highway), Highway 99W (Pacific Highway West) and S.W. Capitol Highway.

(b) The General Manager shall exercise the authority granted under this Ordinance in order to best serve the needs of the users of transit system of the district and to provide an efficient and safe system of parking within the Barbur Boulevard Transit Station and convenient access to the mass transit service of the district.

2. Designated Parking Areas

(a) The General Manager shall designate by the posting and maintance of conspicuous signs, areas within the parking area of the Barbur Boulevard Transit Station to be used for:

1. Handicapped parking.
2. Short term parking.
3. Car Pool parking.
4. Long term parking.
5. Such other uses as the General Manager shall deem appropriate.

(b) It is unlawful to park any vehicle upon the premises of the Barbur Boulevard Transit Station for any length of time greater than that designated as permissable at such place or for any purpose other than that designated for such place.

3. Authorized Vehicles

It shall be unlawful for any vehicle other than automobiles, pickup trucks, panel trucks and similar or smaller vehicles such as motorcycles to park upon the station premises. The General Manager shall cause conspicuous signs to be posted informing station users of this prohibitation.

4. Traffic Control

(a) The General Manager shall establish and conspicuousl post and maintain maximum speed limits and appropriate traffic control signals and signs as may be deemed necessary to direct and regulate traffic upon the premises of the Barbur Boulevard Transit Station.

(b) It is unlawful for the driver of any vehicle to disobey the instructions of any traffic signal, sign or marker placed in accordance with the provisions of this ordinance unless otherwise directed by a police officer or duly authorized agent of the district.

5. Damage to and Theft of Property, Personal Injuries

The district shall not be responsible for damage to or theft of property or personal injury suffered on or about the station. Appropriate signs shall so inform the public.

6. Penalties, Impoundment, Towing and Storing of Unlawfully Parked Vehicles: Abandoned Vehicles: Towing Lien

(a) A violation of any provision of this ordinance shall be punishable by a fine of not more than $100.00.

(b) In addition to and not in lieu of such fine, vehicles parked in violation of any posted restriction under this ordinance may be impounded, towed and stored at the owner's expense. Reasonable charges for impoundment, towing and storing shall be established by the General Manager.

(c) The district and any towing service licensed by the City of Portland who at the request of the General Manager or his designee tows the abandoned vehicle from the Barbur Boulevard Transit Station shall have a lien on the vehicle in accordance with ORS 87.500 to 87.515 for the just and reasonable charges for the towing service performed and for storage of said vehicle and may retain possession of the vehicle until such charges are paid.

(d) Vehicles parked upon the station premises continuously for more than 10 days and impounded vehicles not claimed within five days shall be deemed abandoned. Abandoned vehicles shall be removed by the Sheriff of Multnomah County and sold or returned to their owner pursuant to the provisions of ORS 483.380 to 483.396.

8353

9

1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 11, 1977

The Oregon Bank
Ninth & Washington Br.
PO Box 441
Portland, OR 97208

Attention: Stephanie Schopf,
Asst. Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letter indicating Certificate of Deposit 1297 in the amount of $10,000 has been deposited as a replacement for CD 4528 in the same amount.

There is no change in the total amount of securities on deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1-5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Section

TO: J. H. VERSTEEG
Head of Engineering

DATE: July 28, 1977

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: Slope correction
West Portland Park & Ride
Pacific Highway, I-5
Contract No. 8353

In response to your memo of July 11, on the subject project, perhaps there are a couple of things that might be added to your list:

4. Failure to design for conditions placed upon the project during the project development period

5. Failure to specifiy adequately the construction methods

I think designers must recognize the constraints placed particularly in urban areas, if not everywhere, upon designs for transportation facilities. Often the most desirable location is not the one most acceptable for a whole series of engineering reasons. I believe the engineer must recognize and work with these constraints, and must be challenged to come up with engineering-acceptable solutions.

I am not quite sure why the decision was made in final design to decrease the height of the wall and steepen the slope. However, I believe the gamble was a good one, in that had the slope established itself during last summer, I think we would have had a satisfactory project. However, it did not and was subject to winter erosion, and failure resulted. Perhaps we simply lost a gamble.

ebg

cc: E. L. Hardt
C. T. Keasey

REFERRED TO
Beard — Reed
1 Cole — Sample
Eriksen — Watson
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Olson
Christensen
4 Scott
5 Swenson ACB
6 Savage
7 Trout

RECEIVED
AUG 02 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring up
Other

81-123-1387

8353

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 19, 1977

Oregon Mutual Savings Bank
234 S.W. Broadway
P.O. Box 2882
Portland, OR 97272

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letter of July 14, 1977 indicated Certificate of Deposit 11107217 in the amount of $5,000 is being retained by you. This increases the amount on deposit as indicated below:

Security Summary

Oregon Mutual Savings Bank	$10,000.00
The Oregon Bank	85,067.81
	$95,067.81

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8353 2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

The Oregon Bank
Ninth & Washington Br.
PO Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operation

Re: Lord Bros.Contractors, Inc.
Contract 8353

We have received your letters of July 6, 1977 and July 11, 1977 indicating the following replacements and renewal of certificates of deposit.

Summary:

	Replacement		
Prior CD#	CD#	Mat.Date	Amount
1252	1284	10-4-77	$ 10,000
1254	1285	"	10,000
1255	1286	"	10,000
1257	1287	"	10,000
1258	1295	"	5,000
9353	Renewal	-	5,000

There is no change in the total of securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

JJK:mm

cc: Lord Bros. Contractors

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8353 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 12, 1977

The Oregon Bank
Bend Branch
PO Box 1045
Bend, OR 97701

Attention: P.J. Slade,
Vice President & Manager

Re: Lord Bros.Contractors, Inc.
Contract 8353

In accordance with your letters of June 27, 1977 we acknowledge replacement of certificate of deposit 4549 in the amount of $5,000 with certificate of deposit 1277 in the amount of $5,000 maturing September 18, 1977 and replacement of certificate of deposit 4547 in the amount of $10,000 with certificate of deposit 1279 in the amount of $10,000 maturing September 9, 1977.

There is no change in the total amount of securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK;mm

cc: Lord Bros.Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 11, 1977

FILE:

J H Versteeg

FROM: J. H. Versteeg
Head of Engineering

TO: MEMORANDUM TO THE FILES

SUBJECT: Slope Correction
West Portland Park & Ride
Pacific Highway, I-5
Contract No. 8353

The attached copy of Mr. Keasey's letter of July 1 asks approval of $155,000 for corrective work on the embankment slope between the new Park & Ride Station and I-5 in West Portland. One of the reasons that this corrective work is needed is that we tried too hard to fit a large park and ride lot into the small available space. We eliminated the maintenance area back of the curb, steepened slopes, designed and constructed retaining walls to name a few of the expeditious measures that were taken in the design and construction process.

There are a couple of things that one might observe from this.

1. Recognize the particular space limitations of the area in the design process.

2. Avoid trying too hard to please.

3. Accept a $155,000 corrective measure for over-optimism in the design process.

JHV:jh
cc: Duane Christensen
E. L. Hardt
W. J. Hart
C. T. Keasey
Ken Limbocker
A. D. Olson
Tom Savage

RECEIVED
JUL 12 1977
ROAD DESIGN SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 1, 1977

NOTE FILE: CON 5 #8353

H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: West Portland Park and Ride
I-5 Pacific Highway
Contract No. 8353

/ Versteeg
Olson
Christensen
Scott
[illegible]son

RECEIVED
JUL 08 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

Attached is a proposal from Region I for corrective work on the embankment slope between the new Park and Ride Station and I-5 in West Portland.

The estimated cost is $155,000 which will not require approval of the P.C.R.B.

I recommend that we proceed with the needed extra work by price agreement on the existing contract.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 7-7-77

7-7-77
cy Hunter
Keasey
Hardt

CTK:fr

Att.

cc: E. S. Hunter

7-6-77
[illegible] H - suggest going ahead as outlined with 'proper' attention to seeding the work on the slopes.
Ed

RECEIVED
STATE HWY ENGR
JUL 1 '77
RETURN TO
[illegible]
FOR
Info | Inves | [illegible] | [illegible] | Sign | [illegible] | File

[illegible]

cy Versteeg
7-8-77

8353

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION NOTE FILE: CON 5 #8353
H. S. COULTER

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 1, 1977

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: West Portland Park and Ride
I-5 Pacific Highway
Contract No. 8353

Attached is a proposal from Region I for corrective work on the embankment slope between the new Park and Ride Station and I-5 in West Portland.

The estimated cost is $155,000 which will not require approval of the P.C.R.B.

I recommend that we proceed with the needed extra work by price agreement on the existing contract.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 7-7-77

7-7-77
cy Hunter
Keasey
Hardt

CTK:fr

Att.

cc: E. S. Hunter

7-6-77
Scott - suggest going ahead as outlined with proper attention to covering the rock on the slopes.
Ed

RECEIVED
STATE HWY ENGR
JUL 1 '77
REFER TO
Hardt
FOR
Info Inves R/C C.R. Sign Act File

[illegible]

2 Kinney
Form...
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUN 30 1977
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie
June 28, 1977

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: JOHN BOND
Construction Administration Engineer

SUBJECT: WEST PORTLAND PARK AND RIDE
Pacific Highway
Multnomah County
Contract No. 8353

A problem has developed with the slopes next to the freeway on this project. The slopes were designed and built to 1½:1, with a foot of topsoil and planted with ivy. During this last winter, in which there was very little rain, fairly severe erosion occurred in several places, spilling the fine topsoil on the freeway, with a few obvious slumps or other evidence of sliding of the soil along the slope.

The site was visited and the problem discussed with Cliff Christensen, Ed Johnson, Fred Yarbrough, Dan Gano and Region personnel. The feeling is that although this may not be a deep seated slide situation, it will continue to be a stability problem for several years due to the soil and the slope, and will be a possible hazard to freeway traffic below and a continuing maintenance problem.

The solution proposed is to build a low shoulder barrier type wall from the south end of the project, tieing in with the abutment at about Station 340 and continuing ahead on Station for about 400 feet. Then a poured in place higher wall would be placed for about 500 feet, with the height varying to accommodate the blanket of rock to be placed along the abutment and under the pedestrian crossing structure. A shoulder barrier wall would then extend to the northern limits of the project. We would excavate the obvious failed sections of soil and replace with a 6 inch minus shot quarry rock which is available, and also place an approximately 4 foot blanket of the rock through the center section of this fill, behind the variable height wall.

The contractor has given Arvey Nelson an estimate to do the work of about $155,000.00. Arvey is in the process of writing a Price Agreement for the work to be done, based on unit quantities, and has worked with the contractor and negotiated prices that he feels are reasonable. This P.A. will be forthcoming shortly.

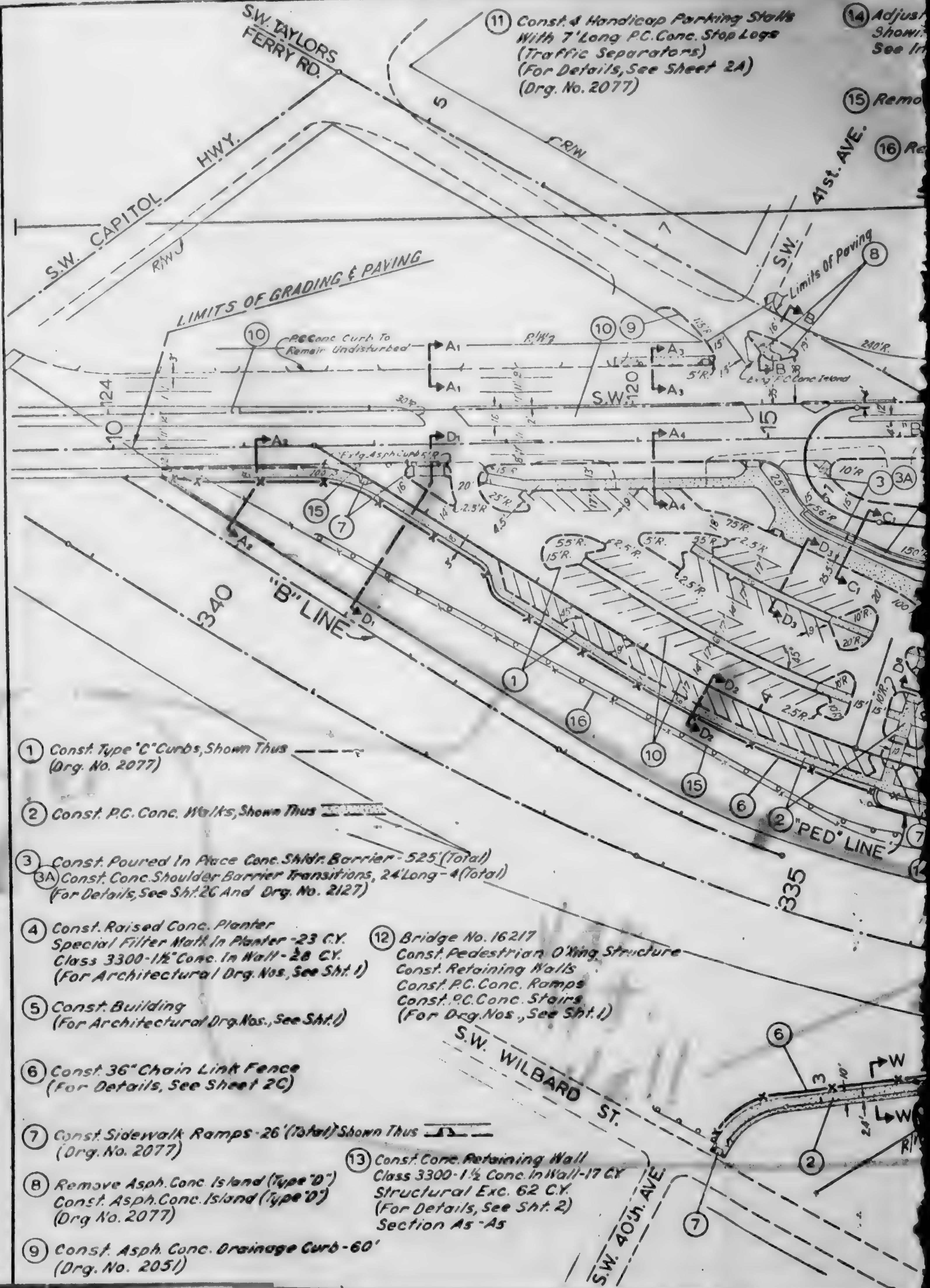
If you need any more information to go before the Contract Review Board, please let me know. We will look at the total costs to see if a request for additional funds is necessary.

MC/lms
Attachment
cc: Arvey Nelson

Contr. Amount is $1,960,738.40
10% allowed = 196,073.
Other P.A.'s to date = about $6.144
+ 155,000 est } 161.144 = 8.2%

GM
Shldr
barrier
wall

BRIDGE DETAILS CHECKED JJW 2-5-76



⑪ Const. 4 Handicap Parking Stalls With 7' Long P.C. Conc. Stop Logs (Traffic Separators) (For Details, See Sheet 2A) (Drg. No. 2077)

⑭ Adjust
Show
See In

⑮ Remo

⑯ Re

① Const. Type "C" Curbs, Shown Thus
(Drg. No. 2077)

② Const. P.C. Conc. Walks, Shown Thus

③ Const. Poured In Place Conc. Shldr. Barrier - 525' (Total)
(3A) Const. Conc. Shoulder Barrier Transitions, 24' Long - 4 (Total)
(For Details, See Sht. 2C And Drg. No. 2127)

④ Const. Raised Conc. Planter
Special Filter Matl. In Planter - 23 C.Y.
Class 3300-1½" Conc. In Wall - 28 C.Y.
(For Architectural Drg. Nos., See Sht. 1)

⑤ Const. Building
(For Architectural Drg. Nos., See Sht. 1)

⑥ Const. 36" Chain Link Fence
(For Details, See Sheet 2C)

⑦ Const. Sidewalk Ramps - 26' (Total) Shown Thus
(Drg. No. 2077)

⑧ Remove Asph. Conc. Island (Type "D")
Const. Asph. Conc. Island (Type "D")
(Drg No. 2077)

⑨ Const. Asph. Conc. Drainage Curb - 60'
(Drg. No. 2051)

⑫ Bridge No. 16217
Const. Pedestrian O'Xing Structure
Const. Retaining Walls
Const. P.C. Conc. Ramps
Const. P.C. Conc. Stairs
(For Drg. Nos., See Sht. 1)

⑬ Const. Conc. Retaining Wall
Class 3300-1½ Conc. In Wall - 17 C.Y.
Structural Exc. 62 C.Y.
(For Details, See Sht. 2)
Section As - As

...icap Parking Stalls
... P.C. Conc. Stop Logs
...arators)
... See Sheet 2A)
...7)

⑭ Adjust Curb (Island) Alignment For Illumination Pole Protection
Shown Thus —∿— 7 Locations
See Insert "A"

⑰ Const. P.C. Conc. Island (Type "C")
(Drg. No. 2077)

⑮ Remove Guard Rail-950' (Total)

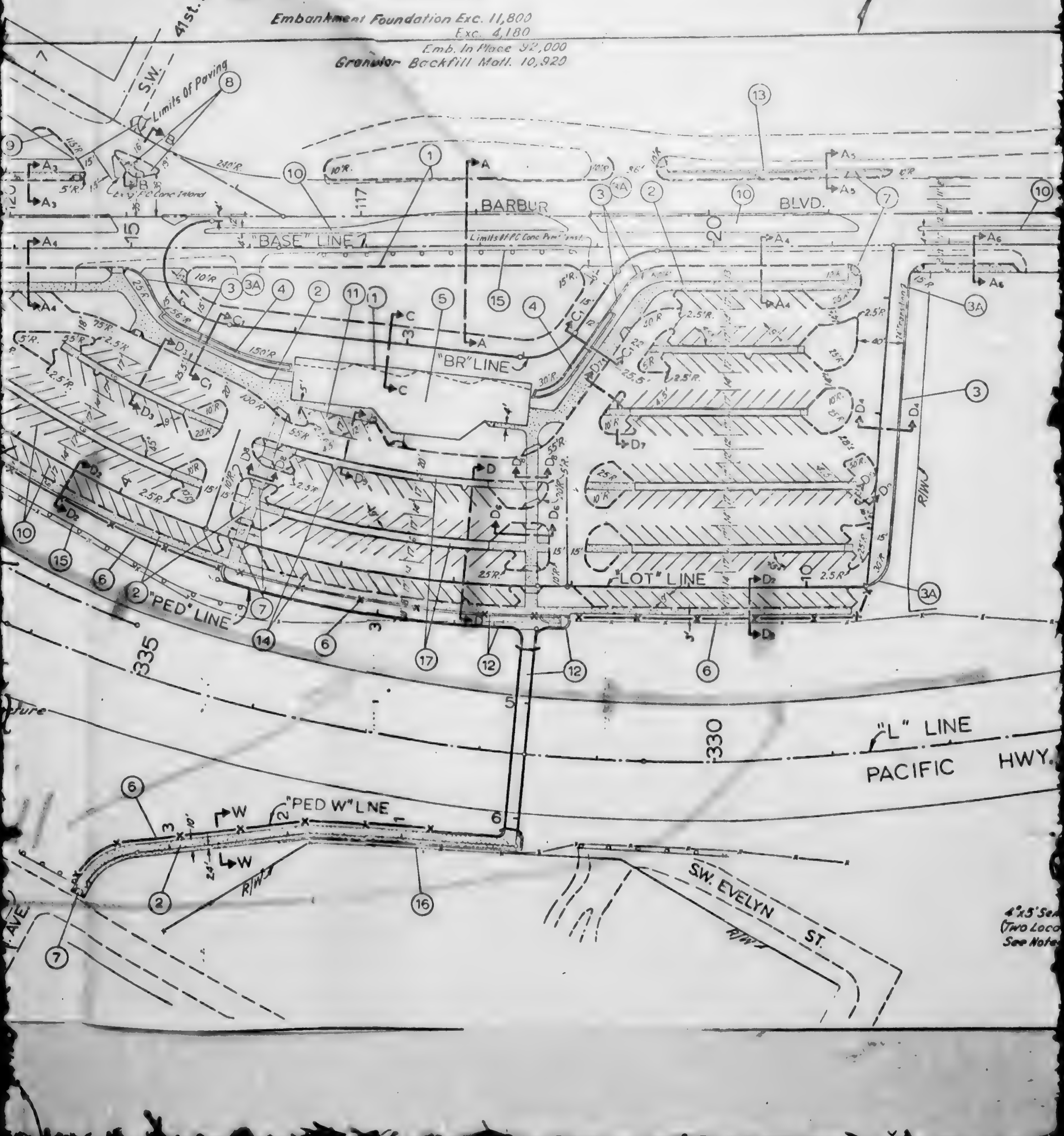
⑯ Remove Fence Where Directed

Embankment Foundation Exc. 11,800
Exc. 4,180
Emb. In Place 92,000
Granular Backfill Mat'l. 10,920

W. PORTL...
M...

FED ROAD Div. No	
10	...

GENER...

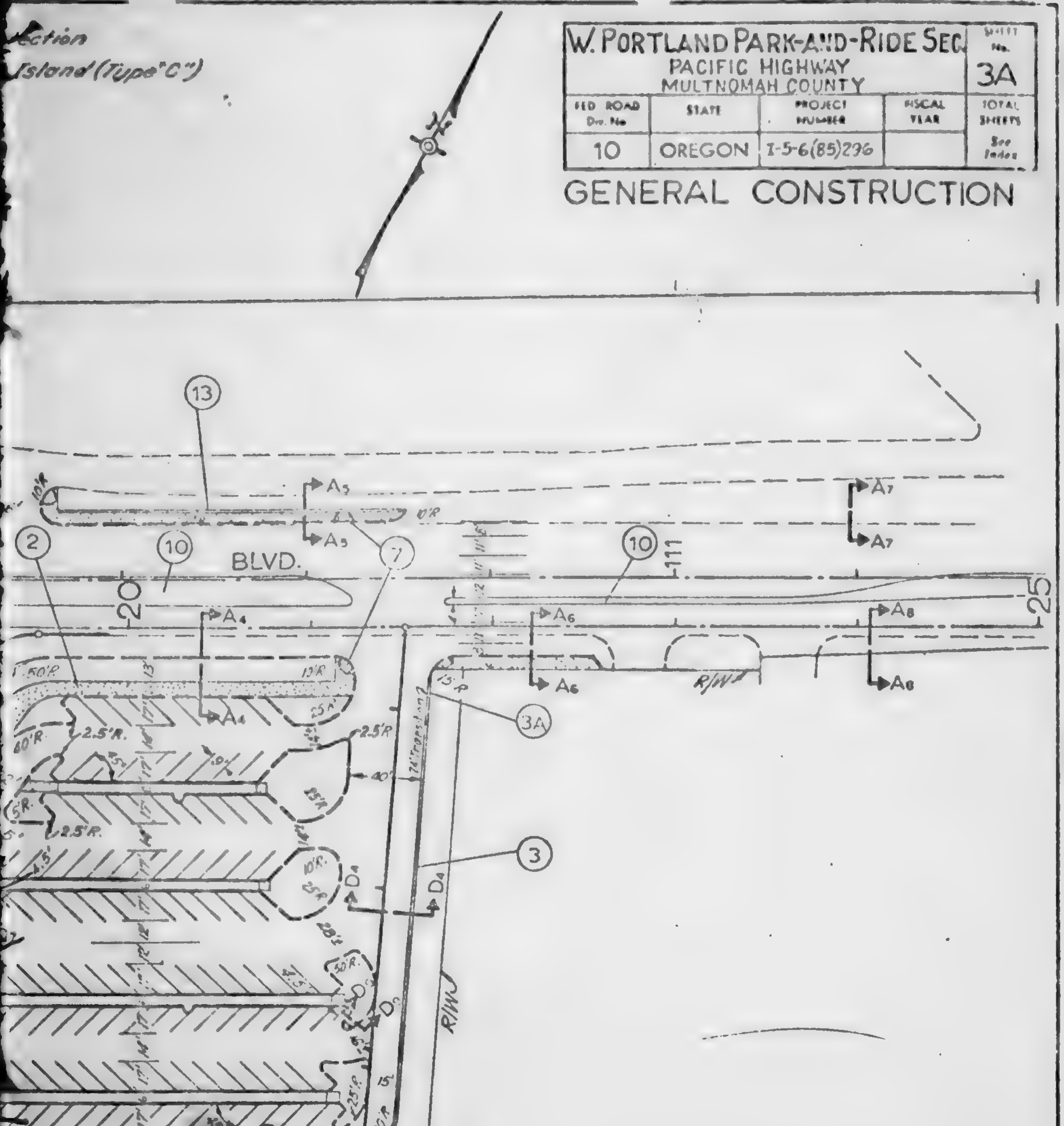


4"x5' Se...
(Two Loca...
See Note...

12V-271

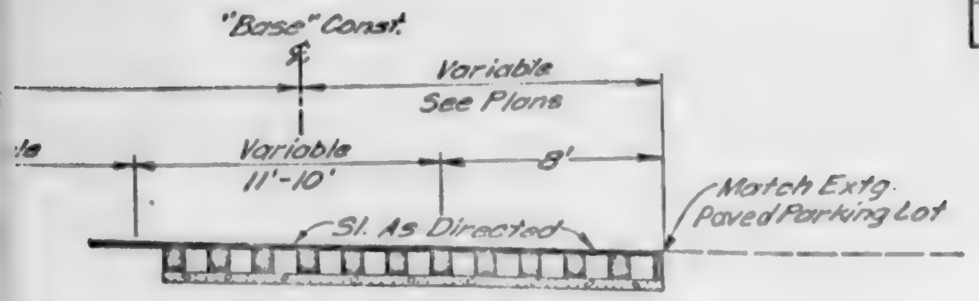
W. PORTLAND PARK-AND-RIDE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 3A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-6(85)296		See Index

GENERAL CONSTRUCTION

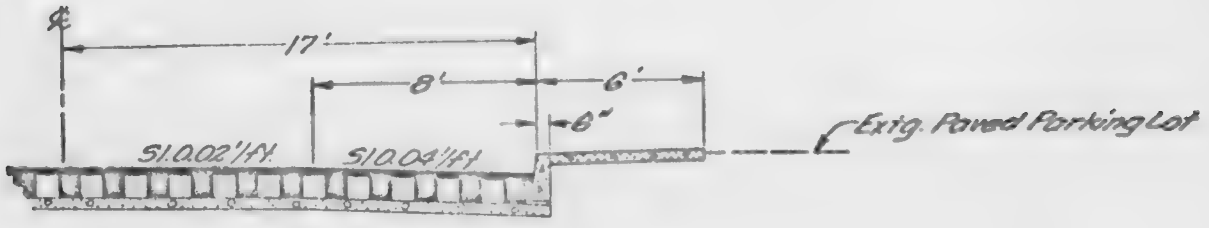


TIONS

W. PORTLAND PARK-AND-RIDE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-6(85)296		See Index



SECTION A8-A8



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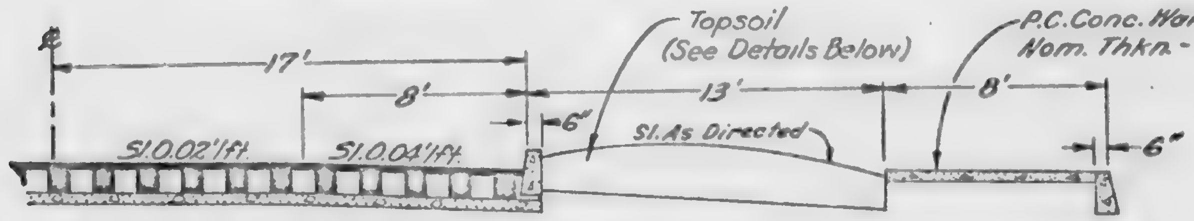
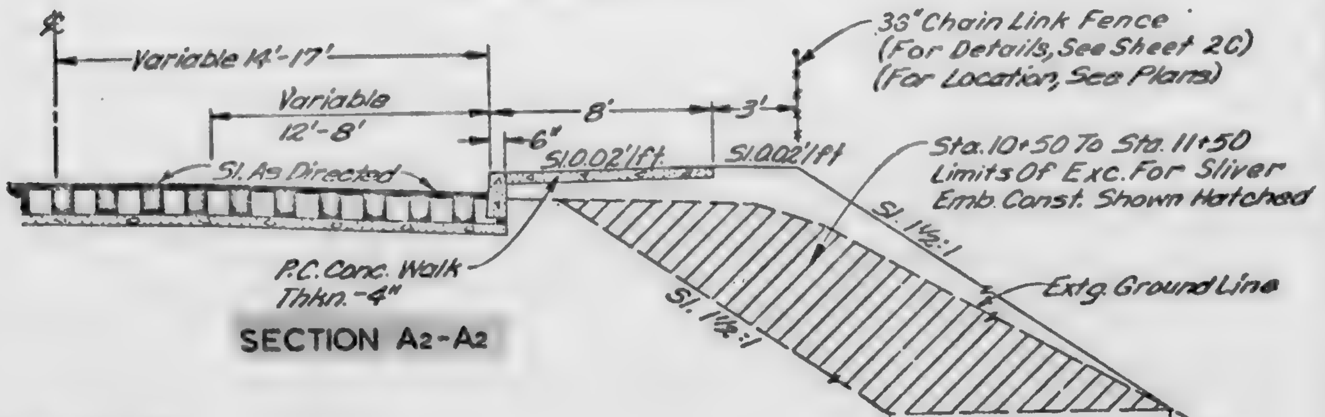
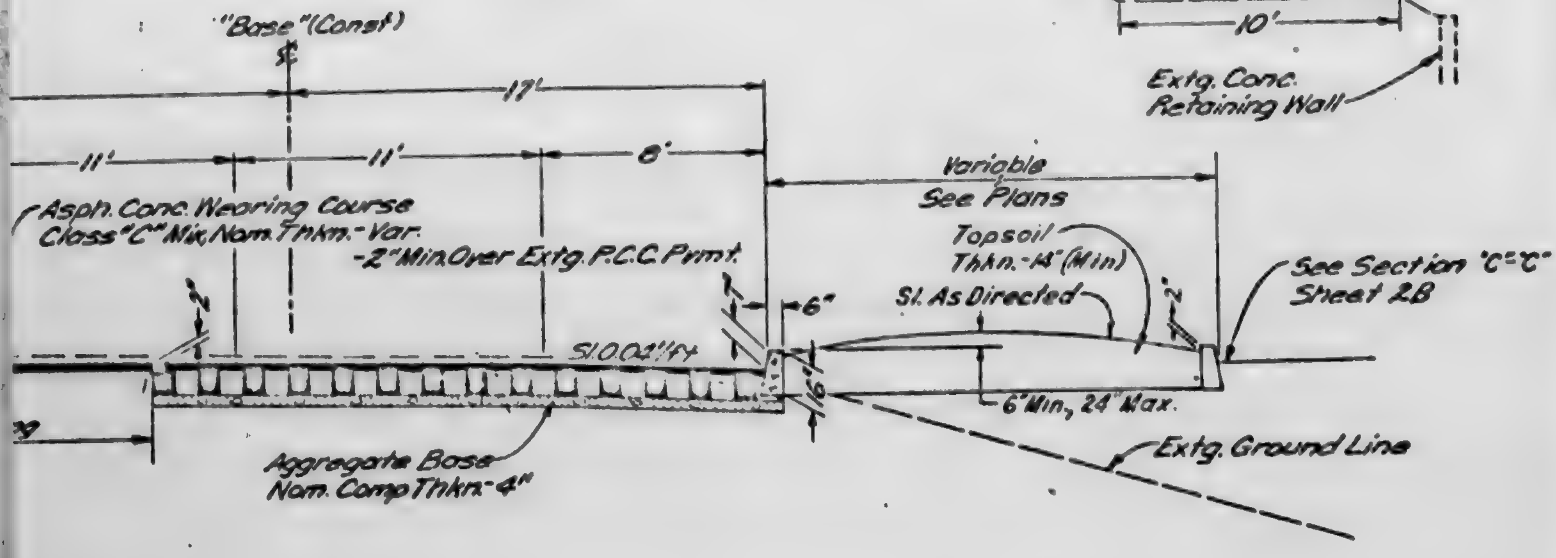


SECTION A4-A4



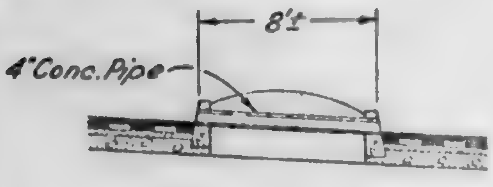
SECTION A2-A2



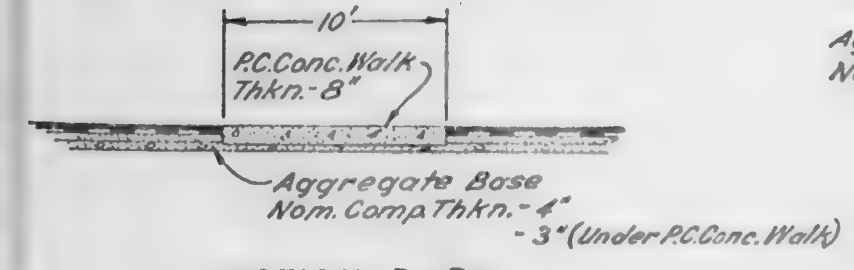
12V - 271

IONS CONT'D

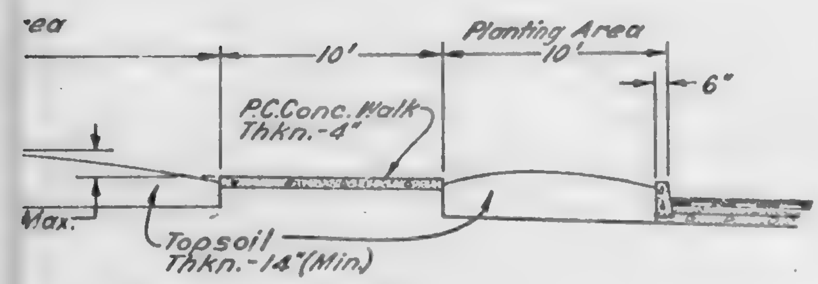
W. PORTLAND PARK-AND-RIDE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-6(85)296		See Index



SECTION D_9-D_9



SECTION D_8-D_8



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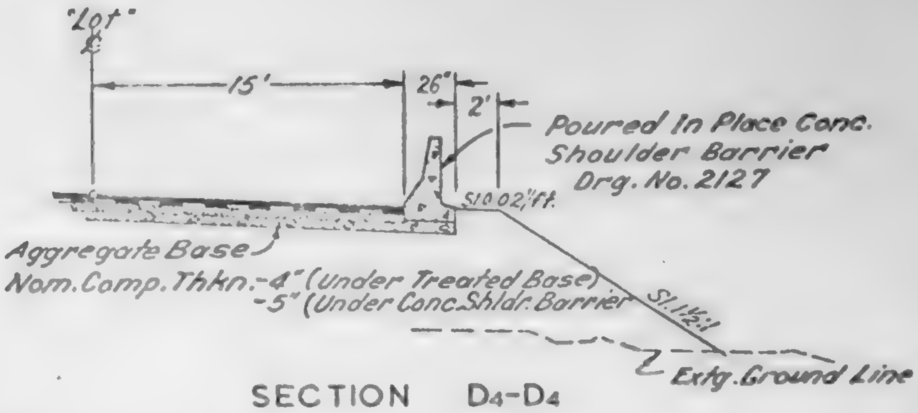
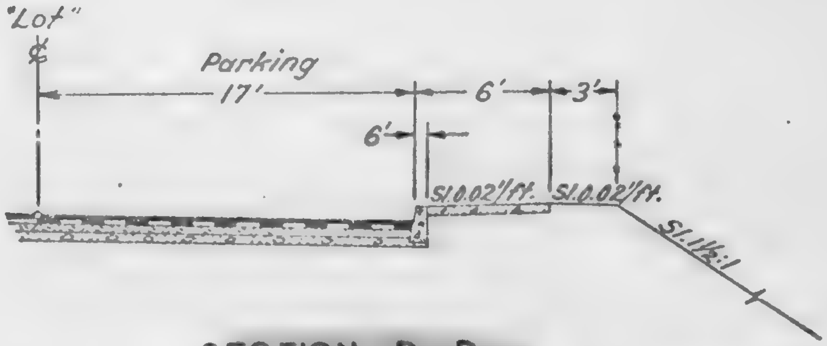
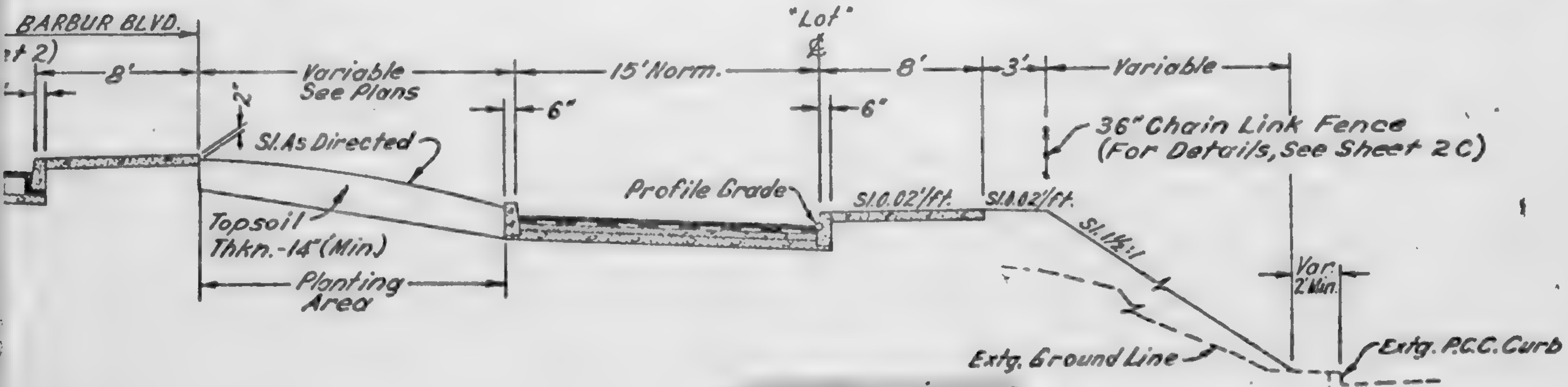


SECTION D_4-D_4

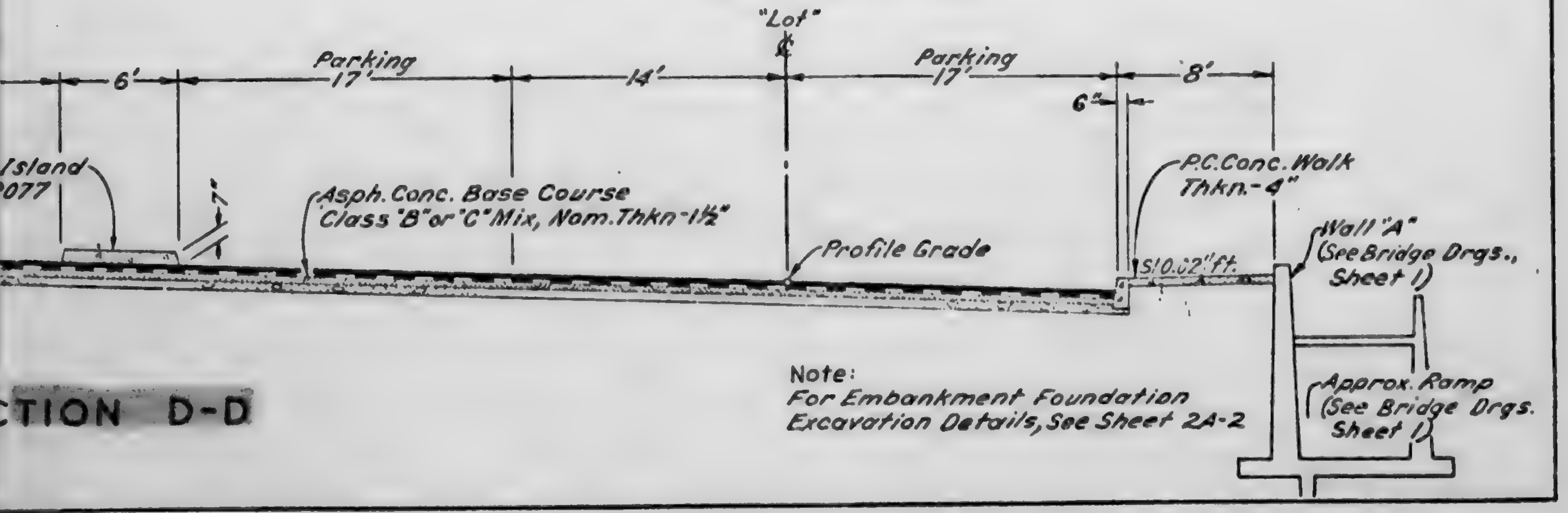


SECTION D_2-D_2

Note:
For Embankment Foundation
Excavation Details, See Sheet 2A-2

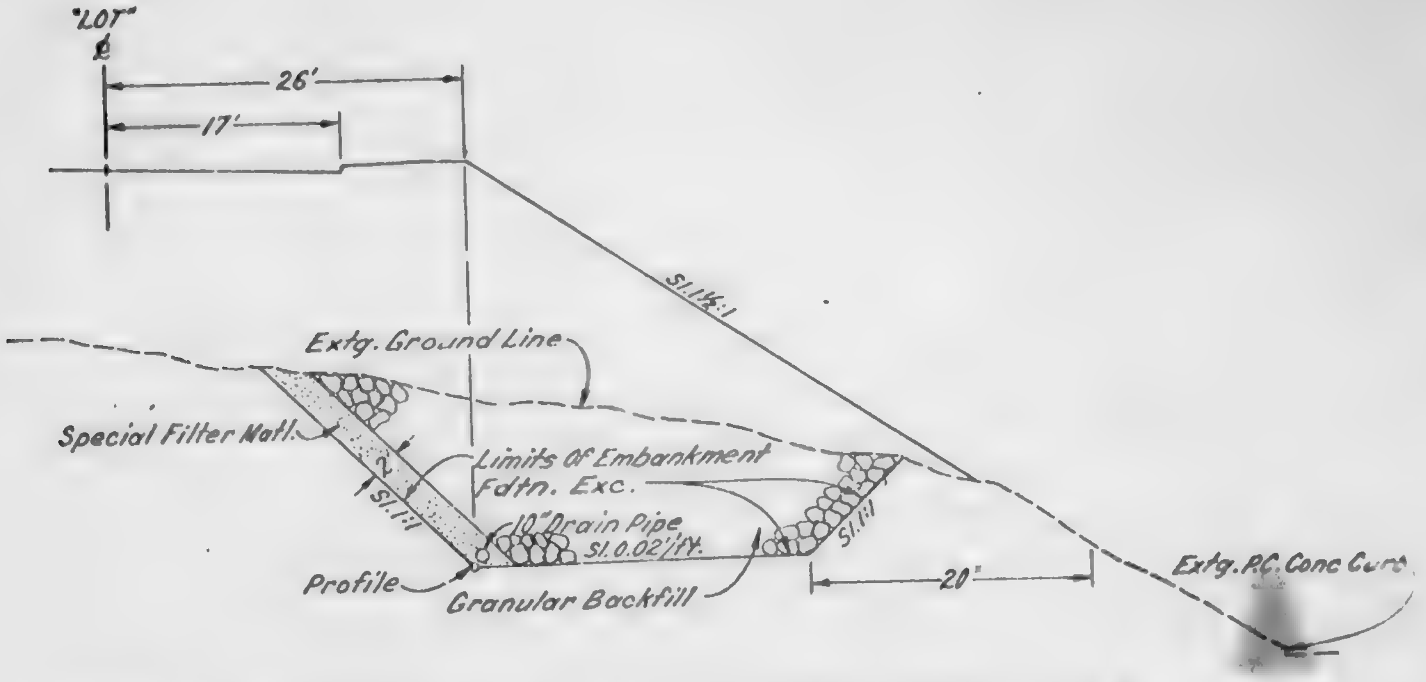


SECTION D_1-D_1



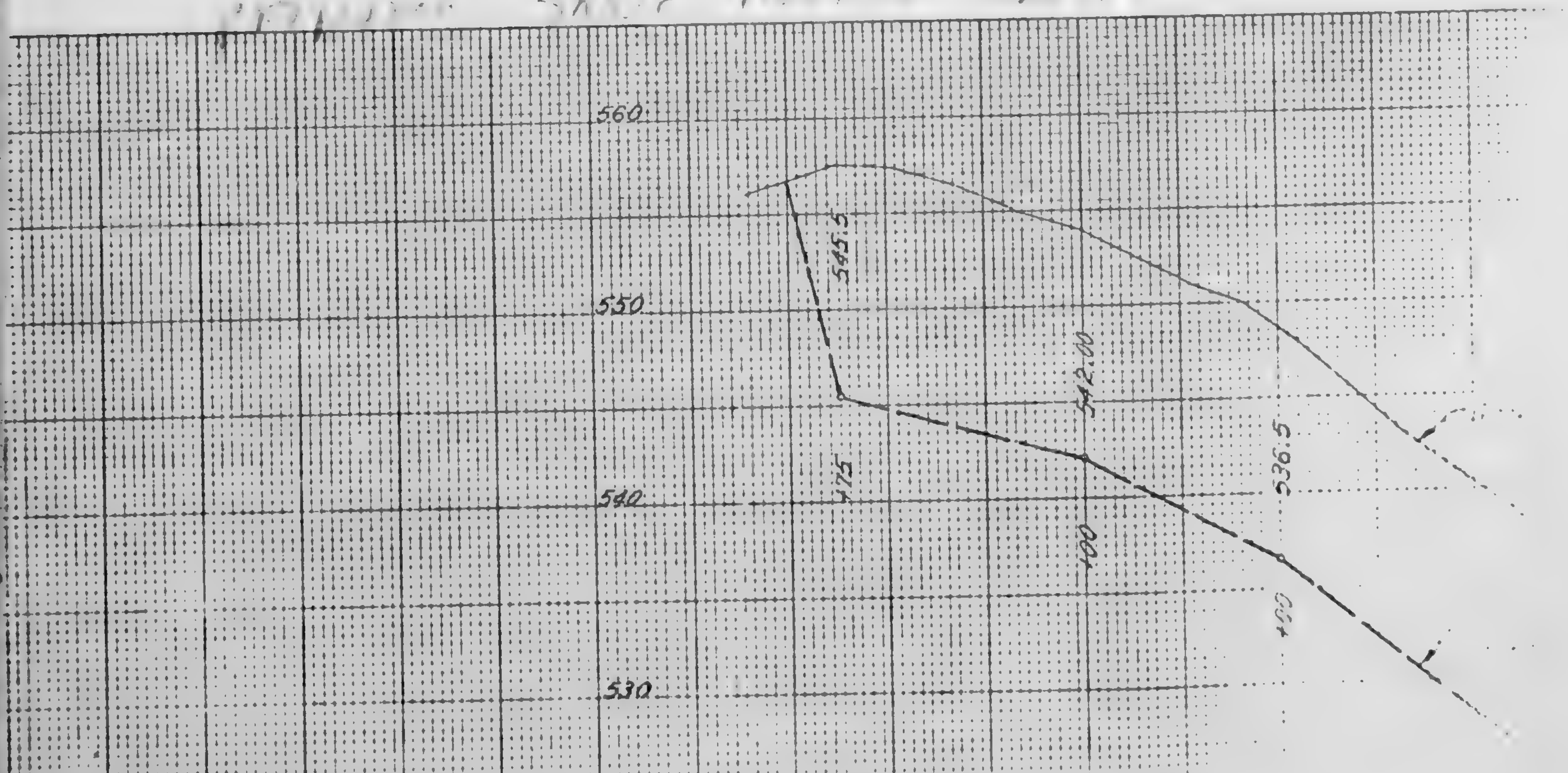
Note:
For Embankment Foundation
Excavation Details, See Sheet 2A-2

CTION D-D



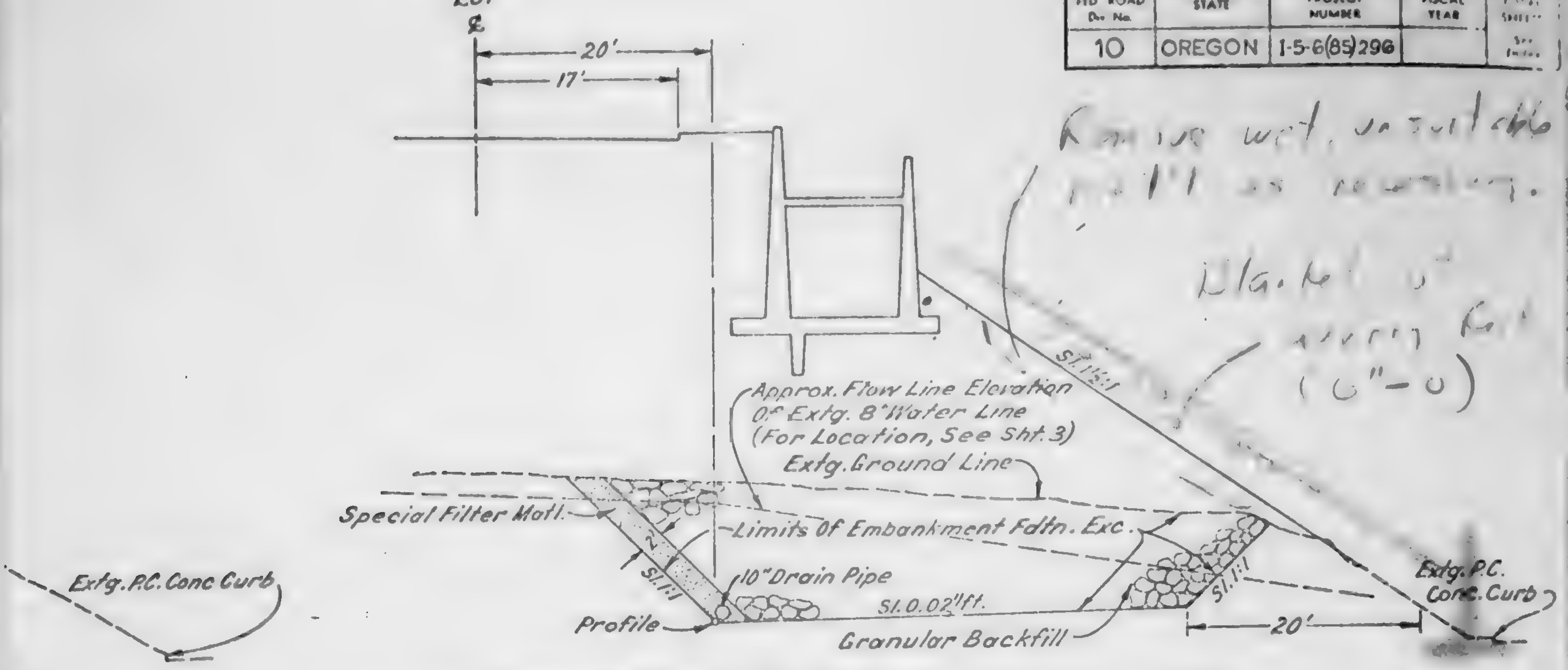
STA. "LOT" 1+75 To STA "LOT" 5+04 (Approx.)
"LOT" 7+95 (Approx) To STA. "LOT" 8+75

Approx. stations of
proposed [illegible] [illegible] wall



12V - 271

W. PORTLAND PARK-AND-RIDE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				No. 2A-2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-6(85)296		See Index



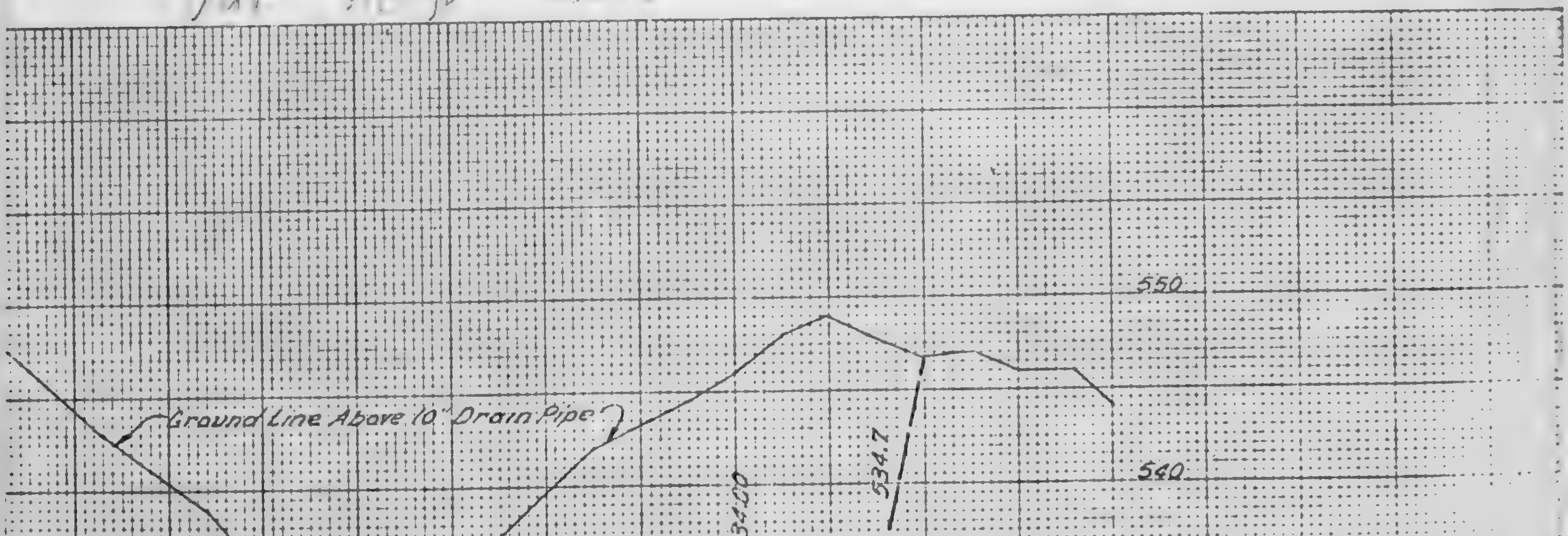
Remove wet, unsuitable mat'l as necessary.

Blanket of [illegible] (6"-0)

STA." LOT" 5+04 To STA." LOT" 7+95

Approx 5' [illegible]

[illegible]



8353 W. Ptld. Park & Ride Sec. 1976
Pac. Hwy. in Portland
(Grad,pav,struc,sign,ill.,sig,etc.) #3

8353

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 13, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letter of June 7, 1977 indicating Certificate of Deposit 4546 for $5,000 was replaced by Certificate of Deposit 1273 for $5,067.81 maturing Sept. 2, 1977.

This increases the total deposit for this contract from $90,000 to $90,067.81.

Summary:

Oregon Mutual Savings Bank	$ 5,000.00
The Oregon Bank	85,067.81
Total	$ 90,067.81

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5223

STATE OF OREGON

INTEROFFICE MEMO

TO: THE FILE

DATE: May 23, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: West Portland Park and Ride Station

Completion of construction on the subject station is currently on schedule for July.

Tri-Met will begin to use the station with existing bus routes; that is, bus routes currently passing on Barbur Boulevard, in July. This will amount to forty buses during the morning two-hour peak, and twenty-eight buses during the evening two-hour peak, with a total of one-hundred ninety-four buses.

The new scheduling of routes will occur on September 1; at that time the use of the station will increase to seventy buses using the station during the morning two-hour peak, and sixty-five buses using the station in the afternoon two-hour peak, with a total of three-hundred seventy buses each day.

It is anticipated additional buses will be scheduled with the December re-scheduling, which will provide additional buses at this location.

The schedules are changed on a quarterly basis.

The operation of the station during this period will occur without benefit of the buslanes, which are on a later completion date.

ebg

cc: F. B. Klaboe
H. S. Coulter
E. L. Hardt

RECEIVED
DOT OPERATIONS
MAY 25 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

8353

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 16, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your notice on Certificate of Deposit 4528 in the amount $10,000, maturing July 25, 1977.

This increases the total deposit for this contract from $80,000 to $90,000.

Summary:		
	Oregon Mutual Savings Bank	$ 5,000
	The Oregon Bank	85,000
		$90,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8353

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 9, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-6(85)296
West Portland Park and Ride
Pedestrian Structure, Bridge #16217
Dynamic Vibration Study

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
ATT : Mr. W. J. Hart, Bridge Engineer

We would like to commend you on the skillful application of vibration mechanics for attenuating the bridge deflections on the above structure. Attached is a letter from our Washington Office on your report.

We encourage you to present this information at the next meeting of the Transportation Research Board as a regular paper or alternately as a presentation to the Committee on Steel Bridges, A2C02, chaired by Professor John Fisher. We would also appreciate 10 additional copies of the report to send to all FHWA Regional Bridge Engineers.

We again commend you on your lucid and informative report.

G L Green
G. L. Green

Attachment
Ltr, 4-13-77, Wash DC to Region

RECEIVED
STATE HWY ENGR
MAY 12'77
REFER TO
Walt Hart
FOR
Info | Inves | R/D | O/R | Sign | Act | File ✓

orig to Cy Hunter

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: APR 13 1977

In reply refer to: HNG-34

SUBJECT: Dynamic Vibrations Study - West Portland Park and Ride Pedestrian Structure

FROM : Chief, Bridge Division
Office of Engineering
Washington, D.C. 20590

TO : Mr. L. E. Lybecker
10-00 Regional Federal Highway Administrator
Portland, Oregon

ATTN: Mr. Roy Tokerud

A copy of the State's report on a study of vibration control for this subject structure forwarded us recently illustrates a skillful application of vibration mechanics for attenuating bridge deflections.

A bridge is a "machine" which performs work through deflections however perceptible these may be. At times, these deflections are very recognizable and to what extent they should be tolerated has always been questionable. Fundamentally any deflection is tolerable if the resulting effect is esthetic and comfortable and the load which causes the deflection is applied almost infinitely slow, such as the dead load, and is acting the least number of times so as not to engender fatigue effects. It is when a harmonic disturbing force, applied repeatedly on a flexible structure, and at a frequency approaching that of the structure, that an individual on the bridge may experience much discomfort or that a breakdown of the bridge material may eventually result from fatigue. These conditions have been known for a long time and rules have been evolved to guide engineers in such situations. The rules, however, are applicable to relatively simple highway bridges. Other rules need be evolved for various types of bridges including those structures intended primarily for pedestrians.

The increased use of high-strength low-alloy steels and resulting permissible higher unit stresses has resulted in structures of lesser stiffness. Understandingly, the present rules for the geometric and dynamic proportioning of simple structures are based on steels of lesser strength and cannot be appropriately applied.

There has been a consideration in design concept that an increase in the use of high-strength steels and resulting decrease in structure stiffness should not hinder the design engineer in his choice of geometric proportions as long as he can control the dynamic behavior of the structure.

Girder highway bridges with flanges of high-strength low-alloy and shallow web depths have been studied for dynamic behavior(1). These studies indicate that bridge structures with unusual shallow depths and below average stiffness when compared with common standards may be controlled dynamically with shock absorbers fastened to and at locations of maximum deflection of the structure. A summarized cost effectiveness comparison for the various shock absorption treatments is also reported(2). A full-scale experimental verification of an analytical model for evaluating methods of suppressing excessive bridge vibrations was also conducted(3). In general, these studies indicate that properly chosen and applied shock absorbers will reduce bridge vibrations; the most effective vibration reduction for one type of live load application may not be quite satisfactory for a different type; an increase in the rigidity of the structure may often be preferable, not only as an economical but also practical solution.

It is not known whether the subject pedestrian bridge was designed on the basis of providing lesser girder stiffness than would normally be required for a highway bridge and with the thought that corrective measures for suppressing any excessive vibrations could be easily applied later. Be that as it may, the pedestrian bridge is a perfect example that illustrates the successful application of vibration dampers designed for suppressing vibrations caused by the application of harmonic but abnormal disturbing force. As long as the disturbing force is not of another type; i.e., the design live load extending over the whole span and applied harmonically and rapidly, the dampers as designed should serve their intended use successfully. In highway bridge design the problem is somewhat different in that the live load is variable in intensity and velocity of application; two very important factors among others that influence bridge vibrations. Another aspect is that whereas the designer wishes to create a slim structure, the cost of providing a vibration absorber system for suppressing excessive bridge vibrations could be more than that expended for making the bridge span stiffer, by either increasing the area of the cross section at the depth desired, or, less costly, increasing the depth of the section.

The reported decrease in bridge vibrations when using sliding bearings instead of elastomeric pads is indeed dramatic. It has been known(4) that the rate of damping in spans resting on elastomeric bearings is insignificant. This is indicated very clearly in the graph shown in Appendix B of the report. This information is very valuable and should eventually be made available to the engineering profession.

The location of the two flange plates about 19 inches apart for the bottom flange of the girder section in lieu of concentrating the material at the bottom decreases the moment of inertia of the section. On the other hand, these plates form a rectangular box which enhances the torsional resistance of the section. A considerable increase in both the flexural and torsional resistance would have been afforded by placement of the deck plate at or near the top flange, although this would have required an auxiliary railing and perhaps a cage.

It appears that the 3/4" x 5" rib plates of the floor system are not welded together at the intermediate diaphragm locations. Consequently, they do not participate in the overall stiffness of the section.

The top flange which is attached to sloping webs is unsupported except for knee braces every 12 feet. These knee braces are apparently not welded to the 3/8" floor plate nor to the 3/8" x 6" flange plate of the intermediate diaphragm, nor to the bottom flange of the section, the only restraint being provided by the web of the intermediate diaphragm.

The above comments are offered as possible explanations for some of the flexibility which is inherent in a design of this type.

It would be of interest to know whether the disturbing force was also applied eccentrically with respect to the axis of the bridge and whether torsional deformations of the section were recorded during the tests.

The reported bridge study and tests have provided excellent information that should be made readily known to bridge engineers. It is fortunate that the tests were made on a prototype bridge as more information on real structures need be made available to the engineering profession.

It is suggested that the authors of this report be encouraged to present this information at the next meeting of the Transportation Research Board either in the form of a regular paper, or alternatly, as a presentation to the Committee on Steel Bridges, A2C02, chaired by Professor John W. Fisher. A circulation of copies of this report to all Regional Bridge Engineers would no doubt be well received.

In summary, the authors are to be commended for their lucid and informative report.

Lester A. Herr

Lester A. Herr

References

(1) "Feasibility Study of Methods, Materials and Devices for Controlling Bridge Vibrations" by D. A. DesMarais, T. F. Derby and P. C. Calcaterra. Barry Controls, Division of Barry Wright Corporation, Watertown Massachusetts, Final Report June 1970.

(2) "Control of Simple-Span Highway Bridge Vibrations" by T. F. Derby and P. C. Calcaterra. Highway Research Board Record No. 354, pp. 27-44.

(3) "The Full-Scale Experimental Verification of an Analytical Model for Evaluating Methods of Suppressing Excessive Bridge Vibrations" by K. J. Siwiecki and T. F. Derby, Final Report No. FHWA-RD-72-45, Nov. 1972.

(4) "Dynamic Stress Study of Composite-Span Bridge with Conventional and Elastomeric Bearings" by W. T. McKeel, Jr., and H. L. Kinnier. Highway Research Board Record No. 354,1971, pp. 13-26.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 19, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stepanie Schopf,
Assistant Operations

Lord Bros/ Contractors, Inc.
P.O. Box 17197
Portland, OR 97217

Attention: A.W. Cross

Re: Contract 8353

We have received your letters indicating assignment of Certificate of Deposit 4546 maturing June 4, 1977 in the amount of $5,000.

This increases the total on deposit for this contract to $80,000.

Summary:

Oregon Mutual Savings Bank	$ 5,000
The Oregon Bank	75,000
	$80,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon Mutual Savings Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8353

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 15, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We have received your letter of April 8th indicating Certificate of Deposit 4526 for $5,000 was replaced by Certificate of Deposit 1258 for $5,000 maturing on July 6, 1977.

There is no change in the total amount of securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

cc: Lord Bros.Contractors,Inc.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8353

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 7, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Your letter of April 5th indicated the following security replacements:

CD#9798 replaced by CD#1256 maturing 10-1-77 for $ 5,000
CD#4520 replaced by CD#1252 maturing 7-2-77 for 10,000
CD#4519 replaced by CD#1254 maturing 7-1-77 for 10,000
CD#4517 replaced by CD#1257 maturing 7-1-77 for 10,000
CD#4518 replaced by CD#1255 maturing 7-1-77 for 10,000

There is no change in the total amount of securities deposited in lieu of retainage on this contract.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

NOTED
C. W. HEAD

cc: Lord Bros, Contractors, Inc.

bc: C.W.Head
R.J Church
C.W. Barrett(Att.)

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie
April 1, 1977

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: WEST PORTLAND PARK AND RIDE
Contract No. 8353

TO: HAL VERSTEEG
Design Engineer

A rather serious problem has developed at this site. The slope next to the southbound freeway lanes has shown signs of distress, with a considerable amount of top soil and fill material sliding down onto the freeway shoulder. Cracks are visible near the top of the slope, some near the u-shaped abutment walkway, which is set on spread footings in the fill.

Would you have someone look into what options we have at this point, as far as correcting the situation, landscaping, etc. Fred Yarbrough has seen the site and is somewhat familiar with the problem.

As usual, time is critical. The contract is scheduled for completion the last of June, and the landscapers will want to finish their work soon. Please let us know what we can do in the way of providing data, cross-sections, etc.

MC/lms
cc: Arvey Nelson
Bryant Jackmond
Frank Turpin

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
3 Savage
Trout

RECEIVED
APR 04 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Construction will handle
Hv

REFERRED TO

Beard
Renc
✓ Cole WEC
Sample
Eriksen
Watson
Hager
Wolfe

[✓ Return] Discuss Do File Copy [illegible]
BY FINAL DESIGN ENGINEER

5148

FILED
MAR 0 1 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 31 4 49 PM
NORMA PAULUS
SECRETARY OF STATE

March 30, 1977

General Electric Supply Company
A Division of General Electric Co.
1212 First Avenue South
Seattle, WA 98124

Gentlemen:

This will acknowledge receipt of your Notice of Unpaid Claim in the amount of $5,007.40 against the bond posted for Lord Bros. Const./Lord Bros. Equipment as principal, and Safeco Insurance Co. of America as surety, for lighting fixtures and lamps.

4-5-77 dda

From the information given on the attachment, this appears to be in connection with the Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Inc., Contract No. 8353.

The Safeco Insurance Company of America through Fred S. James and Company furnished the bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Lord Bros. Contractors, Inc.,
and Lord Bros. Equipment Co., Inc.
437 N. Columbia Blvd.
Portland, OR 97217

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF UNPAID CLAIM

[illegible]

TO OREGON STATE HIGHWAY DEVISION
(Name of public body)

(Address)
SALEM, OREGON 98310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $5,007.40 Dollars ($) against the bond posted by Lord Bros. Cont. and (Name and address of contractor Lord Bros Equipment or subcontractor) as principal, and Safeco Insurance Co. of America (Name of bonding company) as surety, for lighting fixtures and lamps. (Brief description of labor, services and/or materials on which claim based) and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above described labor, services and/or materials.

Dated this 24th day of March 19 77

cc: Lord Bros Const & Lord Bros Equip.
Hansen Electric Co., Portland
Safeco Insurance Co.

GENERAL ELECTRIC SUPPLY COMPANY
A Div. of General Electric Co.
Name of Claimant firm

Address 1212 First Avenue South
Seattle, Washington 98124

Signature of owner or officer J. L. Carlson

Title J. L. Carlson, Region Manager
Credit & Collections

Form No. OR-5 (8-69)

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON
Multnomah County } ss.

TO: LORD BROTHERS CONT., LORD BROS. EQUIPMENT CO.
contractor
437 NORTH COLUMBIA BLVD,, PORTLAND, OREGON 97217
address

YOU ARE HEREBY NOTIFIED that the undersigned, GENERAL ELECTRIC SUPPLY CO. A Div. of General Electric Co., has a claim in the sum of $5,007.40 dollars ($) due against the bond taken from Lord Bros. Const/Lord Bros Equip., as principal, and Safeco Insurance Co of America, as surety, for the work or labor and materials performed or furnished by me on Portland Park & Ride, S. W. Barbur Blvd at S. W. Taylors Ferry Rd., (8353) (brief legal description of the property upon which bond was taken)

YOU ARE FURTHER NOTIFIED that the undersigned performed labor and/or furnished materials consisting of the following:

Lighting fixtures and lamps

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

S. W. Barbur Blvd. at S. W. Taylors Ferry Rd. (8353)

That said materials and/or labor were furnished to and received by Hansen Electric Co. 1129 S. E. 199th Avenue, Portland, Oregon with authority to receive the same and that a claim for payment therefore is hereby asserted against you:

That the last performance of labor and/or furnishing of materials by the undersigned was on the 18th day of February, 19 77, which labor was performed and/or materials were furnished as follows:

Lighting fixture and lamps

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets. *

Dated this 24th day of March, 19 77.

cc: Hansen Electric, Portland
Safeco Insurance Co.
Oregon State Highway Dept. ✓

GENERAL ELECTRIC SUPPLY COMPANY
A Div. of General Electric Co.
(claimant)
1212 First Ave. South
Seattle, Wash. 98124
(address)

J. L. Carlson, Region Mgr., Credit & Collec.

Return Receipt
No. ______

(Give to contractor within 90 days from the date on which the person first performed his labor and/or furnished his materials. It is suggested a copy also be sent to the surety. Serve personally or by mailing by registered or certified mail, postage prepaid, with return receipt requested.)

Form No. OR-8 (3-70)

*This notice shall be sufficient to place you on notice of the continuing claim of General Electric Supply Company, A Div. of General Electric Co., for such additional materials furnished and/or billed until this claim and the additional material furnished and/or billed are paid in full

8353

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

The Oregon Bank
Ninth & Washington Br.
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

Your letter of March 15th indicated Certificate of Deposit 4547 for $10,000 replaces 4514 in the same amount.

Your letter of March 23rd indicated Certificate of Deposit 4549 for $5,000 replaces 4516 in the same amount.

There is no change in the total amount of Securities deposited in lieu of retainage on this contract.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
[illegible] HEAD

8353

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 24, 1977

The Oregon Bank
Ninth & Washington Branch
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors, Inc.
Contract 8353

We are in receipt of your letter of assignment for certificate of deposit 4514 in the amount of $10,000.

This increases the amount of securities deposited in lieu of retainage on this contract to $75,000.

Vernon E. Skoog
Controller

By ________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Lord Bros. Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

NOTED
C. W. HEAD

8353

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -5-6(85)296

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. I 841

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 27 '77
REFER TO Rulien
FOR
Info Invest R-D D/R Sign Act File

DATE PS&E APPROVED 4-7-76

DATE AUTHORIZATION EFFECTIVE 12-15-76

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"West Portland Park and Ride"

GENERAL DESCRIPTION OF WORK:
Furnish material and fabricate 4 vibration damper assemblies, 4 fabreeka bearing pads and steel bearing plates.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-4-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $1,000 - Federal Funds $920.

DATE 1-25-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

8353 1

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 24, 1977

Mr. Oliver J. Domreis
Multnomah County Engineer
2115 S.E. Morrison Street
Portland OR 97214

ATTN: Richard T. Howard
Service District Engineer

Ara Vista Service District
Easement
W. Portland Park & Ride Section
Pacific Highway
Multnomah County
File 48536

Dear Sir:

Reference is made to your letter of January 18, 1977, which requested written evidence of State of Oregon ownership in a portion of Block 8, Huber Tracks, Multnomah County, Oregon.

Enclosed is a copy of a STIPULATED JUDGMENT, Case No. 423114, in favor of the State of Oregon which establishes ownership of that portion of Block 8 shown outlined in red on the enclosed sketch. This is the same property described in the Quick Claim Deed supplied your office.

Please return one fully executed copy of the Quick Claim Deed. Your cooperation in this matter is greatly appreciated. If further information or assistance is required, please contact this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:dmb
Enclosures

bc: H. S. Coulter
R. N. Bothman
J. B. Boyd (File 48536)
L. C. Grothaus
Gary Kennen

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 26 '77
REFER TO
FOR

8353

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

The Oregon Bank
Ninth & Washington Branch
P.O. Box 4447
Portland, OR 97208

Attention: Stephanie Schopf
Assistant Operations

Re: Lord Bros. Contractors Inc.
Contract 8353

We hereby confirm the following assignments of certificates of deposits as follows:

Certificate of Deposit No.	Maturity Date	Amount	Replaces Cert. No.
4516	3-22-77	$ 5,000	9797
4517	4-2- 77	10,000	4503
4518	4-2- 77	10,000	4505
4519	4-2- 77	10,000	4506
4520	4-3- 77	10,000	4507
804526	4-7- 77	5,000	-0-

This increases the total of certificates of deposit on this contract to $65,000.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Lord Bros Contractors
Attention A.W. Cross

bc: C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

NINTH & WASHINGTON BRANCH • 820 Washington Street • P. O. Box 4447 • Portlan egon 97208 • 222 7848

the oregon bank

December 27, 1976

Oregon State Highway Division
State Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Reference: Certificate of Deposit #4516, maturity - 3/22/77

Replaced 9797
Replaced 9775

Dear Sir:

This is to acknowledge the assignment of the above numbered Certificate of Deposit in the amount of $5,000.00 issued by The Oregon Bank to W.T. Lord or George H. Lord.

This Certificate has been submitted by Lord Bros. Contractors, Inc. and has been assigned to the State of Oregon Highway Division in lieu of retainage for West Portland Park and Ride, Contract No. 8353.

These funds will be retained by the bank until we receive written notice of the release from you.

Sincerely,

Stephanie Schopf

Stephanie Schopf

Assistant Operations
Ninth & Washington Branch

cc: John Howard, Resident Engineer
1919 N.W. Thurman
Portland, Oregon

cc: Mr. A.W. Cross
Lord Bros., Inc.

NOTED
V.E. SKOOG

RECEIVED
DEC 30 1976
CONTRACT ACCOUNTING

an Orbanco company

NINTH & WASHINGTON BRANCH • 820 Washington Street • P. O. Box 4447 • Portlan regon 97208 • 222-7848

the oregon bank

January 4, 1977

Oregon State Highway Division
State of Oregon - Finance Branch
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Subject: Certificates of Deposit; #4517 maturing 4/2/77 replacing CD# 4503 Repl 9789
#4518 maturing 4/2/77 replacing CD# 4505 9790
#4519 maturing 4/2/77 replacing CD# 4506 9787
#4520 maturing 4/3/77 replacing CD# 4507

Dear Ms. Peterson;

This is to acknowledge the assignment of the above numbered Certificates of Deposit in the amount of $10,000.00 each issued to Lord Brothers Equipment Company.

These Certificates have been submitted by Lord Bros. Equipment and have been assigned to the State of Oregon Highway Division in lieu of retainage for West Portland Park & Ride Contract No. 8353.

These funds will be retained by the Bank until we receive written notice of the release from you.

Thank you,

Stephanie Schopf
Stephanie Schopf
Assistant Operations
Ninth & Washington Branch

cc: John Howard, Resident Engineer
1919 N.W. Thurman
Portland, Oregon 97209

cc: A. W. Cross
Lord Bros. Equipment
437 N. Columbia Blvd.
Portland, Oregon 97217

RECEIVED
JAN 06 1977
Y ACCOUNTING

NINTH & WASHINGTON BRANCH • 820 Washington Street • P. O. Box 4447 • Portlan egon 97208 • 222-7848

the oregon bank

January 7, 1977

Oregon State Highway Division
State Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Subject: West Portland Park & Ride
Contract # 8353

CD # 804526 Maturing 4/7/77

Gentlemen;

This is to acknowlegde the assignment of the above numbered Certificate of Deposit in the amount of 5,000.00 issued by The Oregon Bank to Lord Bros. Contractors, Inc.

This Certificate has been submitted by Lord Bros. Contractors, Inc. and has been assigned to the ~~City of Portland~~ in lieu of retainage on the above mentioned contract. State of Oregon

These funds will be held by the Bank until we receive written notice of release from you.

Verified
with
S. Schopf
by phone
1-11-77
J.K.

Sincerely,

Stephanie Schopf

Stephanie Schopf
Assistant Operations
Ninth & Washington Branch

NOTED
V. E. SKOOG

cc: Mr. John Howard, Resident Engineer
1919 N.W. Thurman Street
Portland, Oregon 97209

cc: Mr. A.W. Cross
Lord Bros., Inc.

RECEIVED
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HIGHWAY ACCOUNTING

an Orbanco company

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 10, 1976

The Oregon Bank
P.O. Box 4447
Portland, OR 97208

Attention: Carol Riordan
Operations Officer

Re: Lora Bros Contractors Inc.
Contract 8353

We received your acknowledgment of assignment of certificate of deposit no. 4507, $10,000, to be used as a deposit in lieu of retainage on contract 8353.

In the future, please supply us with maturity dates of any certificates assigned to us by Lord Bros.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

cc: Lord Bros. Contractors

bc: C.W. Head
R. Church
C. Barrett

RECEIVED
NOV 12 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8353

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 12, 1976

The Oregon Bank
P.O. Box 4447
Portland, OR 97208

Attention: Grant Jennings

Re: Lord Bros.
Contract 8353

We received Lord Bros.' assignment of your certificate no. 9798, $5,000 to be used as a deposit in lieu of retainange on our contract 8353.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

cc: Lord Bros.

bc: C.W. Head
R. Church
C. Barrett

C. W. HEAD

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

October 5, 1976

Oregon State Highway Division
State Highways Building
Salem, Oregon 97310

Attention: Janice M. Peterson
Contracts Payment Executive

Subject: West Portland Park & Ride
Contract No. 8353

Gentlemen:

We have this date deposited with the Ninth & Washington Branch of the Oregon Bank certificate of deposit No. 9798 in the amount of $ 5,000.00 issued to Lord Bros. Contractors, Inc. by the Oregon Bank.

This deposit is made in lieu of retainage on the above subject contract.

The Oregon Bank will furnish evidence of assignment to the Oregon State Highway Division and that funds will be retained by them until written notice of release is received from the Oregon State Highway Division.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

A. W. Cross

AWC/c

cc: Mr. John Howard, Resident Engineer
1919 N. W. Thurman Street
Portland, Oregon 97209

The Oregon Bank
9th & Washington Branch

the oregon bank
COMMERCIAL · SAVINGS · TRUST
NINTH & WASHINGTON BRANCH · 820 S W Washington · Post Office Box 4447
Portland, Oregon 97208 · 226-4266

October 5, 1976

Oregon State Highway Division

State of Oregon- Finance Branch
Highway Building
Salem Oregon 97310

Attention: Janice Peterson

Reference : Certificate of Deposit No. 9798

Dear Sir:

This is to acknowledge the assignment of the above numbered Certificate of Deposit in the amount of $5,000.00 issued to Lord Bros. Constractors, Inc.

This Certificate has been submitted by Lord Bros. Contractors,Inc. and has been assigned to the State fo Oregon Highway Division im lieu of retainage for West Portland Park & Ride Contract No. 8353,

These funds will be retained by the bank until we receive written notice of the release from you.

Sincerely,

Grant Jennings
Assistant Manager.

John Howard, Resident Engineer
1919 N W Thurman
Portland, Oregon 97209

RECEIVED
1 [illegible] 1976
HIGHWAY ACCOUNTING

8353

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1976

The Oregon Bank
PO Box 4447
Portland, OR 97208

Re: Lord Bros.
Contract 8353

We received the assignment of certificate of deposit 9790, $10,000, to be used as a deposit in lieu of retainage on contract 8353 with Lord Bros. Contractors Inc.

Vernon E Skoog
Controller

by

Janice J Peterson
Contract Payments Executive

cc: Lord Bros. Contractors Inc.

bc: C.W. Head
~~R. Church~~
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5253

THE CITY OF
PORTLAND
1851
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

September 9, 1976

State of Oregon
Department of Transportation
State Highway Building
Salem, OR 97310

Gentlemen:

Enclosed for your information is a copy of Ordinance 142463, passed by the Council September 8, 1976, waiving Sections 2 and 14 of Ordinance No. 139971, which established Water Rates for Fiscal Year 1976-77, for the State of Oregon Department of Transportation, relating to the construction of the West Portland Park and Ride Station.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland

Charles J. Spear
Chief Deputy

GC:dr
Enclosure

RECEIVED
STATE HWY ENGR
SEP 13 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
DOT OPERATIONS
SEP 13 '76
REFER TO
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

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RECEIVED
SEP 13 1976
OFFICE
DIRECTOR of TRANSPORTATION

ORDINANCE NO. 142463

An Ordinance waiving Sections 2 and 14 of Ordinance No. 139971, which established Water Rates for Fiscal Year 1976-77, for the State of Oregon Department of Transportation, relating to the construction of the West Portland Park and Ride Station, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That by Ordinance No. 141338 the Council authorized the City to enter into an agreement with the State of Oregon by and through its Department of Transportation, Highway Division, delineating responsibilities for construction of the West Portland Park and Ride Station on Barbur Boulevard.

2. That subsection 5, Things To Be Done By City, of Agreement No. 15266, made provision for the City to obtain any license, permit, or other document within its jurisdiction for construction, demolition, or other project work items at no expense to the State or to its contractor.

3. That by Ordinance No. 139971, which established water rates for Fiscal Year 1976-77, the Water Bureau is required to collect the following charges:

    a. System Development Charge, as provided for in Section 2.

NOW, THEREFORE, the Council directs:

a. That the Water Bureau is hereby authorized to waive the System Development Charge as provided in Section 2 of Ordinance 139971, for the State of Oregon, Department of Transportation, Highway Division, relating to the construction of the West Portland Park and Ride Station.

ORDINANCE No.

Section 2. The Council declares that an emergency exists in order to avoid further delay to the contractor in completing this project and, therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, SEP 8 1976

Commissioner Ivancie
DN:ph
September 2, 1976

Neil Goldschmidt
Mayor of the City of Portland

Attest: George Yerkovich
Auditor of the City of Portland

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213
Telephone 238-8226

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR
Info Inves R.D. D.R. Sign Act File

August 31, 1976

COMMISSIONER FRANK IVANCIE
Department of Public Utilities
City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Attention Mr. Dwight Nickerson

Subject: West Portland Park and Ride Station
Water connection charges
File: 130 - 626-1901

The West Portland Park and Ride Station and the Barbur Boulevard Transit Lanes are a cooperative effort among the city of Portland, Tri-Met, Multnomah County, and the Oregon State Highway Division to facilitate the implementation of the Federal Clean Air Act of 1970.

The state and Tri-Met, and the state and the city, have entered into agreements for construction of these facilities.

Agreement No. 15226 between the state and the city--authorized by the city council Ordinance No. 141338, provides "City shall obtain any license, permit, or other document within its jurisdiction for construction, demolition, or other project work items at no expense to State or its contractor." (Things To Be Done By The City, Paragraph 5)

The city water bureau has requested payment of connection fees and system development fees together with an additional fee for roadways over 40 feet in width. The state has agreed to reimburse the city water bureau for connection and meter test fees which are direct charges to the project. The system development charge and the additional charge for roadways over 40 feet in width do not have concurrence of the Federal Highway Administration as a reimbursable charge to the project, and the state hereby requests that these two charges be waived by the city.

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: Cowles Mallory, City Engineer
Bob Bitten (1800 SW Sixth Avenue, 97201)

cc [redacted]
Hardt

ME FE FR1 PR2 DE
O.S.H.D. - METRO
AUG 31 1976
FILE T/A

8353

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 29, 1976

The Oregon Bank
PO Box 4447
Portland, OR 97208

Attention: Carol Riordan

Re: Lord Bros.
Contract 8353

We received your assignment of certificate of deposit 9774, $10,000, to be used as a deposit in lieu of retainage on our contract 8353 with Lord Bros. Contractors Inc.

Vernon E. Skoog, Controller

by ______________________
Janice Peterson

cc: Lord Bros.

JP:bk

Head

the oregon bank
COMMERCIAL · SAVINGS · TRUST
NINTH & WASHINGTON BRANCH · 820 S W Washington · Post Office Box 4447
Portland Oregon 97208 · 226 4266

July 28, 1976

Oregon State Highway Division
State of Oregon Finance Branch
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Reference: Certificate of Deposit No. 9774

Dear Ms. Peterson:

This is to acknowledge the assignment of the above numbered certificate totaling $10,000.00 issued by the Oregon Bank, Ninth & Washington Branch to Lord Bros. Equipment Co.

This certificate has been submitted by Lord Bros. Equipment Co. and has been assigned to the State of Oregon Highway Division in lieu of retainage for West Portland Park and Ride, Contract No. 8353.

These funds will be retained by the bank until we receive written notice of release from you.

JUL
CONTRACT ACCOU

Sincerely,

Carol Riordan

Carol Riordan
Operations Officer
Ninth & Washington Branch

cc: A. W. Cross, Lord Bros. Equipment Co.

cc: John Howard, Resident Engineer

sb

RECEIVED
1976
CONTRACT ACCOUNTING

45-3 1-9

Salem, Oregon
July 26, 1976

Thomas L. Savage
Thomas L. Savage
Landscape Engineer

Ed Hardt
Region I Engineer

Erosion Control
West Portland Park & Ride Section
Pacific Highway
Multnomah County

Attention: John Howard

Enclosed is a brochure explaining an erosion control product that may prove an economical way to control erosion for this winter.

The 1-1/2:1 slope will be subject to erosion this winter. We would apply the soil conditioner, till it lightly into the topsoil and compact the surface. We would not apply the bark dust until next spring. After compaction, the erosion blanket would be laid and tacked down. The ivy would then be planted through holes made in the blanket.

The cost per square yard should be from 60¢ to 65¢. Jute netting would cost anywhere from $1.30 to $3.80 per square yard. An excelsoir matt would not be as expensive as jute netting, but still more than the proposed erosion blanket, "Hold Gro".

This product has not been used on Oregon highways before. Using this product would be a test. We very much need a less expensive product than jute netting or excelsior matting for control of surface erosion on steeper slopes.

I believe this will be an effective method to control erosion. The Landscape Unit will be happy to offer any assistance or information you may require in pursuing this proposal.

TLS:az

1 Versteeg ✓
2 Olsen
Christensen
Scott
Swenson
Savage
Trout

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JUL 28 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8353

43

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 8, 1976

The Oregon Bank
P.O. Box 4447
Portland, Oregon 97208

Re: Lord Bros. Contractors Inc.
Contract 8353

Attention: Carol Riordan

We received your assignment of certificates 9711, 9775 and 9353 totalling $20,000, to be used in lieu of retainage on our contract 8353 with Lord Bros. Contractors, Inc.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: Lord Bros.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

the oregon bank
COMMERCIAL SAVINGS TRUST

NINTH & WASHINGTON BRANCH · 820 S W Washington · Post Office Box 4447
Portland, Oregon 97208 · 226 4266

July 2,1976

Oregon State Highway Division
State of Oregon- Finance Branch
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Reference: Certificate of Deposits Nos.9711 & 9775
Perferred Savings Cert. No. 9353

Dear Ms. Peterson:

This is to acknowledge the assignment of the above numbered certificates totalling $20,000.00 issued by the Oregon Bank, Ninth & Washington Branch to George H. or W.T. Lord of Lord Equiptment Company.

These certificates have been submitted by Lord Brothers Contractors Inc. and have been assigned to the State of Oregon Highway Division in lieu of retainage for West Portland Park and Ride, Contract No. 8353.

These funds will be retained by the Bank until we receive written notice of release from you.

Sincerely,

Carol Riordan

CAROL RIORDAN
Operations Officer
Ninth & Washington Branch

cc:A.W. Cross, Lord Bros Contractors Inc.

cc. John Howard, Resident Engineer

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

RECEIVED
JUL 01 1976
CONTRACT ACCOUNTING

June 30, 1976

Oregon State Highway Division
State Highways Building
Salem, Oregon 97310

Attention: Janice M. Peterson
Contracts Payment Executive

Subject: West Portland Park & Ride
Contract No. 8353

Gentlemen:

We have this date deposited with the Oregon Bank, Ninth & Washington Branch, Certificates of Deposit No. 9353 and 9775 each in the amount of $ 5,000.00 issued to W. T. Lord or George H. Lord by the Oregon Bank.

This deposit is made in lieu of retainage on the above subject contract.

The Oregon Bank will furnish evidence of assignment to the Oregon State Highway Division, that the certificates are negotiable upon thirty days prior written notice and that funds will be retained by them until written notice of release is received from the Oregon State Highway Division.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

A. W. Cross

AWC/c

cc: Mr. John Howard, Resident Engineer
1919 N. W. Thurman
Portland, Oregon

8353

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-6(85)296
STATE PROJECT NO.
W. Portland Park & Ride

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Multnomah
	ITEM NO. I-841	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 4-7-76	DATE AUTHORIZATION EFFECTIVE 6-9-76	FEDERAL ROUTE NUMBER Interstate Route 5 STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

City of Portland

GENERAL DESCRIPTION OF WORK:

Furnish and install water services by city of Portland Water Bureau.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6-10-76 and based on the data submitted, you are authorized to proceed with the use of City Forces as being in the public interest, under State Force Order No. 2 at a total estimated cost of $2,000 - Federal Funds $1,840.

DATE 6-29-76	SIGNATURE OF APPROVING OFFICIAL Holach	TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

8353

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 7, 1976

Oregon Mutual Savings Bank
234 S.W. Broadway
Portland, Oregon 97205

Attention: Don W. Prows

Re: Lord Bros, Contractors Inc.
Contract 8353

We confirm receipt and acceptance of your June 1, 1976 letter assigning certificate of deposit No. 1121310, $5,000, to Highway Division. This is in lieu of retainage on our Contract 8353 with Lord Bros.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Lord Bros. Contractors Inc.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

June 1, 1976

Oregon State Highway Department
State Highways Building
Salem, Oregon 97310

Attention: Janice M. Peterson
Contract Payments Executive

Subject: West Portland Park & Ride
Contract No. 8353

Gentlemen:

We have this date deposited with Oregon Mutual Savings Bank Certificate of Deposit No. 11201310 in the amount of $ 5,000.00 issued to W. T. Lord by Oregon Mutual Savings Bank.

This deposit is made in lieu of retainage on the above subject contract.

Oregon Mutual Savings Bank will furnish evidence of assignment to the Oregon State Highway Division, that the certificate is negotiable upon thirty days prior written notice and that funds will be retained by them until written notice of release is received from the Oregon State Highway Division.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

A. W. Cross
A. W. Cross

AWC/c

cc: Mr. John Howard, Resident Engineer
1919 N. W. Thurman
Portland, Oregon

RECEIVED
JUN [illegible]
HIGHWAY ACCOUNTING

RECEIVED
JUN 3 1976
CONTRACT ACCOUNTING

OMSB
OREGON MUTUAL SAVINGS BANK

Don W. Prows Vice President—Savings (503) 248-6681

June 1, 1976

Oregon State Highway Division
State of Oregon - Finance Branch
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Reference: Certificate of Deposit No. 1121310

Dear Sir:

This is to acknowledge the assignment of the above numbered Certificate of Deposit in the amount of $5,000.00 issued by Oregon Mutual Savings Bank to W.T. Lord.

This Certificate has been submitted by Lord Brothers Contractors Inc. and has been assigned to the State of Oregon Highway Division in lieu of retainage for West Portland Park and Ride, Contract No. 8353.

These funds will be retained by the bank until we receive written notice of the release from you.

Sincerely,

Don W. Prows

Don W. Prows
Vice President

DWP:jb
cc: John Howard, Resident Engineer

RE
JUN - 3 1976
HIGHWAY ACCOUNTING

Oregon Mutual Savings Bank 234 S.W. Broadway, Portland, Oregon 97205

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

626-1901
120

MAY 2[illegible] 1976
HLS

May 26, 1976

Max Klotz
Metropolitan Planning Engineer
5821 NE Glisan Street
Portland OR 97213

Dear Max:

The agreement between the City and the State to construct the West Portland Park and Ride Station calls for the City to obtain without cost to the project any necessary City permits. Except for water connection and sewer connnection costs, which will be borne by the project, there will be no permits required.

According to the attached copy of a letter from Jack Sollis, Assistant Attorney General to Robert Bothman, Assistant State Highway Engineer, the property and structure is being acquired with Federal Aid Interstate Highway Funds and is considered part of the Federal Aid Interstate right-of-way. Building permits are not required for improvements in Public right-of-way.

The attached copy of a letter to Don Dietrich of the City Engineer's Office, says Jack Sollis advises the State has the legal obligation to issue the permits on highways where the State owns the right-of-way in fee, due to the State's liability for any damages caused by construction work within the right-of-way. Pacific Highway West (Barbur Boulevard) westerly of SW 13th Avenue is specifically mentioned in this letter.

If you have any questions regarding this matter, please contact Glen Pierce at 248-4643.

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

STR:kmc

Encl.

cc: Bud Dunnigan
Jim Kirk

1859

OREGON STATE
HIGHWAY DIVISION

DISTRICT 2A ENGINEER

P.O. BOX 565 • BEAVERTON, OREGON • 97005 • Phone 229-5002

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 26, 1976

City of Portland
City Engineer
400 S.W. 6th Avenue
Portland, Oregon 97204

ATTENTION: Don Dietrich

RE: Construction Permits

This letter is a follow up to our conversation regarding jurisdiction and responsibility for issuing various types of construction permits on State Highways within the City of Portland.

Upon advice of our legal counsel, Jack Sollis, the State of Oregon through the Highway Division will issue all permits on highways where we own the right-of-way in fee. Mr. Sollis advises that we have the legal obligation to issue the permits due to our liability for any damages caused by construction work within the right-of-way.

Except
those covered
by agreement.

The highways involved within this maintenance district are the Beaverton-Hillsdale westerly of S.W. 18th Drive and Pacific Highway West (Barbur Boulevard) westerly of S.W. 13th Avenue.

We realize that this extra permit requirement is inconvenient for property owners. Under the circumstances, however, it is unavoidable.

Please see that all departments involved with issuing permits are made aware of these requirements. We will keep you advised of any new developments. Thank you for your cooperation.

Sincerely,

C. T. Flink

C. T. Flink
Asst. District Engineer

CF:jm

JOHNSON
ORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~406 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

February 10, 197

Mr. Robert Bothman
Assistant State Highway Engineer
5821 N.E. Glisan Street
Portland, OR 97213

Re: West Portland Park and Ride

Dear Mr. Bothman

With regard to the question as to whether or not the West Portland Park and Ride property is public property, I have checked with the Right of Way Section and have the following to offer.

The West Portland Park and Ride is being acquired with federal aid interstate highway funds and is considered a part of the federal interstate right of way and is therefore public property. The property is owned by the State of Oregon, by and through its Oregon Transportation Commission, and is being utilized completely for a public purpose.

There is no question in my mind that this is public property as it is being purchased with federal and state funds for use as a public transportation facility.

If you have any further questions on this matter please do not hesitate to contact me.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - F. B. Klaboe
Bob Schroeder
H. S. Coulter
J. B. Boyd

8553.

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STATE HWY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-20	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5 25 [illegible]	State **Oregon** County **Multnomah** Project No. **I-5-6(85)296**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 at Jct. with Capital Hwy. & Pacific Hwy. West (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.0

OTHER *(Specify)*

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,186,928	$ 2,018,096

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Gray
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAY 25 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 3 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 19, 1976

Federal-Aid Project
No. I-5-6(85)296

W. Portland Park and Ride
Pacific Highway
Multnomah County

Project Agreement Estimate.

Type Code Y108
Park & Ride Facilities (Sta. 336+60.32)

Mobilization	All	Required		$ 92,664.00
Temporary Protection and Direction of Traffic	All	Required		15,000.00
Temporary Signs	321	sq.ft.	6.60	2,118.60
Temporary Barricades	14	only	8.25	115.50
Flagmen	280	hours	17.00	4,760.00
Sequential Arrow Sign	1	only	2,350.00	2,350.00
Clearing and Grubbing	All	Required		13,200.00
Removal of Structures and Obstructions	All	Required		17,700.00
Embankment in Place	92,000	cu.yds.	3.10	285,200.00
Embankment Foundation Excavation	11,800	cu.yds.	1.35	15,930.00
Granular Backfill	10,920	cu.yds.	5.45	59,514.00
Trench Excavation	3,670	cu.yds.	16.00	58,720.00
Furnishing and Placing Topsoil	6,950	cu.yds.	4.65	32,317.50
Watering	1,000	M-gals.	5.00	5,000.00
Treated Base Mixture	3,500	tons	9.35	32,725.00
Cement in Treated Base Mixture	192	tons	66.00	12,672.00
1"-0 Aggregate Base	3,210	tons	6.90	22,149.00
Class "B" or Class "C" Asphalt Concrete Mixture	8,240	tons	11.00	90,640.00
Asphalt Cement in Mixture	535	tons	71.00	37,985.00
Asphalt in Tack Coat	4	tons	165.00	660.00
Reinforced Concrete Pavement	1,910	sq.yds.	23.85	45,553.50
8-inch Culvert Pipe	720	lin.ft.	4.70	3,384.00
4-inch Sewer Pipe	26	lin.ft.	3.75	97.50
8-inch Sewer Pipe	266	lin.ft.	5.40	1,436.40
10-inch Sewer Pipe	818	lin.ft.	5.00	4,090.00
12-inch Sewer Pipe	2,034	lin.ft.	6.25	12,712.50
15-inch Sewer Pipe	404	lin.ft.	7.65	3,090.60
18-inch Sewer Pipe	108	lin.ft.	8.85	955.80
21-inch Sewer Pipe	410	lin.ft.	10.65	4,366.50
24-inch Sewer Pipe	1,032	lin.ft.	14.35	14,809.20
Extra for Pipe Under Pavement	264	lin.ft.	11.65	3,075.60
Bedding Material	22	cu.yds.	6.00	132.00
4-inch Cast Iron Sewer Pipe	308	lin.ft.	4.10	1,262.80

Installing Pipe Under Highway	150 lin.ft.	125.00	18,750.00
Concrete Manholes	12 only	850.00	10,200.00
Drop Manholes	2 only	1,800.00	3,600.00
Concrete Inlets, Type G-1	11 only	340.00	3,740.00
Concrete Inlets, Type CG-1	7 only	360.00	2,520.00
Concrete Inlets, Type P	11 only	305.00	3,355.00
6-inch Drain Pipe	1,240 lin.ft.	4.60	5,704.00
8-inch Drain Pipe	984 lin.ft.	5.40	5,313.60
10-inch Drain Pipe	700 lin.ft.	6.15	4,305.00
Special Filter Material in Drains	1,325 cu.yds.	10.60	14,045.00
36-inch Chain Link Fence	1,480 lin.ft.	4.30	6,364.00
Concrete Walks, 4 Inches Thick	2,950 sq.yds.	7.90	23,305.00
Concrete Walks, 8 Inches Thick	110 sq.yds.	12.90	1,419.00
Concrete Curbs	195 cu.yds.	94.00	18,330.00
Concrete Islands	190 cu.yds.	100.00	19,000.00
Concrete Barrier	620 lin.ft.	40.00	24,800.00
Drainage Curbs	60 lin.ft.	2.20	132.00
Loose Riprap, Class 700	21 cu.yds.	34.00	714.00
Adjusting Manholes	2 only	82.50	165.00
Adjusting Inlets	1 only	82.50	82.50

Signing

Removal of Existing Sign Installations	All Required		150.00
Move Existing Signs	All Required		100.00
Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		500.00
Breakaway Sign Posts	All Required		740.00
Single Post Slip Base Sign Support	All Required		880.00
Type "A" and "B" Signs in Place	85 sq.ft.	13.00	1,105.00
Type "C" Signs in Place	51 sq.ft.	8.00	408.00
Type "H" Signs in Place	19 sq.ft.	8.00	152.00
Type "S" and "T" Signs in Place	19 sq.ft.	8.00	152.00
Type "V" Signs in Place	89 sq.ft.	8.00	712.00
Type "EE" Signs in Place	52 sq.ft.	10.00	520.00

Illumination

Removal of Illumination Installations, Complete	All Required		400.00
Pole Foundations	All Required		13,700.00
Light Poles and Bracket Arms	All Required		21,655.00
Luminaires and Ballasts	All Required		26,250.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		22,125.00

Signals

Traffic Signal Installation, Complete	All Required		84,435.00

Landscaping

Furnishing and Planting Trees	90 only	20.00	1,800.00
Furnishing and Planting Shrubs	3,731 only	5.00	18,655.00
Furnishing and Planting Vines	13,813 only	0.60	8,287.80
Bark Mulch	115 units	70.00	8,050.00
Irrigation System	All Required		27,180.00

Building

Terminal Building and Arcades	All Required		290,000.00
Building Mechanical Installations	All Required		16,000.00
Water Supply System	All Required		2,500.00
Electrical Installation	All Required		29,300.00
Electrical Supply and Distribution System	All Required		3,385.00
			$1,642,872.90

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 600.00
Stage Construction Striping (S.F.)	All Required	6,000.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
Install Water Meter (E.W.)	All Required	2,000.00
Furnish Water (E.W.)	All Required	300.00
On-the-Job Trainee (3 at $800)(E.W.)	All Required	2,400.00
Work by City of Portland (Water)	All Required	14,176.54
Work by P.G.E.	All Required	311.15
		$ 28,287.69
	Subtotal	$1,671,160.59
	Engineering	164,865.41
	Engineering (Signal Controller Testing)	2,250.00
	Total	$1,838,276.00
One Year Guaranty Cost	All Required	(1,000.00)
	Total	$1,837,276.00

Type Code Y009
Pedestrian O'xing (Sta. 331+70)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structure Excavation	360 cu.yds.	8.80	3,168.00

Structure Excavation Below Elevation Shown	30 cu.yds.	9.90	297.00
Special Wall Backfill	1,040 cu.yds.	5.80	6,032.00
Furnish HP 10 x 42 Steel Piling	208 lin.ft.	13.25	2,756.00
Drive Steel Piles	8 only	1,100.00	8,800.00
Splice Steel Piles	2 only	56.00	112.00
Structural Concrete, Class 3300 (140 cu.yds.)	All Required		23,500.00
Concrete in Retaining Wall	885 cu.yds.	120.00	106,200.00
Lightweight Concrete	175 sq.yds.	9.50	1,662.50
Reinforcement (14,000 lbs.)	All Required		3,600.00
Reinforcement in Retaining Walls	71,000 lbs.	0.25	17,750.00
Structural Steel (128,100 lbs.)	All Required		130,250.00
Redwood Handrail	1,200 lin.ft.	5.50	6,600.00
6-inch Pipe in Abutment Drains	30 lin.ft.	4.60	138.00
3/4-inch Electrical Conduit	1,000 lin.ft.	2.00	2,000.00
	Subtotal		$ 317,865.50
	Engineering		31,786.50
	Total		$ 349,652.00

Length of Project . . . . 0.00 Mile

Work Retained in Program Status
(Not included in totals below)

Work by Portland General Electric	All Required	$ 1,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Park & Ride Facilities	$1,837,276.00	$1,695,438.00	$ 141,838.00
Pedestrian O'xing	349,652.00	322,658.00	26,994.00
Total	$2,186,928.00	$2,018,096.00	$ 168,832.00

Group 1 100%

Contract No. 8353

Prefix No. 626-1064

West Portland Park and Ride
Nonparticipating - State Work

State Responsibility for Damages (S.F.)	All Required	$	2,000.00

#83 3

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-6(85)296
STATE PROJECT NO.
W Portland Park & Ride

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-841

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '76
REFER TO
FOR

Info	Invs	R/W	D/R	Sign	Ac	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4/7/76	4/19/76	Interstate Route 5 Primary Route 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Portland General Electric Company's electric service effective 4/19/76. Reimbursement on an actual cost basis estimated to be $311, Federal funds $278 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program memorandum dated 2/23/76 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the Portland General Electric Company consisting of your Utilities and Railroad Engineer's letter and the plans and estimate furnished by Mr. Cartwright's 3/3/76 letter.

The permit covering this adjustment was previously approved by this office--will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/10/76	E J Valach	Division Administrator

FORM PR-1240 (REV. 8-7[illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 [illegible]

8353

1B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 3

April 19, 1976

FROM: F. B. Klaboe
Administrator and State
Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29 Bid Letting

TO: FILE

Bids will be opened April 29 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Unity Rock Production Project
   John Day Highway, Baker County

   Rock production project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garden Valley Blvd Interchange
   Pacific Highway, Douglas County

   Grade and pave project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   10-foot shoulders are to be provided.

3. Condon Rock Production Project
   John Day Highway, Gilliam County

   Rock production project

   Same as No. 1

4. Pine Creek Road-Beede Reservoir Section
Central Oregon Highway, Harney County

Grading and paving project

Same as No. 2 except that 6-foot shoulders (4-foot shoulders on double climbing lanes) are to be provided.

5. White City-Linn Road Section
Crater Lake Highway, Jackson County

Grading and paving project

6-foot Class III bikeway will be provided.

6. Little Butte Creek Bridge Section
Agate Road, Jackson County

Structure

Same as No. 2 except that 30-foot 6-inch roadway will be provided.

7. Warner Rock Production Project
Lake County

Rock production project

Same as No. 1.

8. Salmon River Highway at Slick Rock Road Section
Salmon River Highway, Lincoln County

Grade and pave project
Left-turn refuge

Same as No. 2 except 4-foot shoulders will be provided.

9. DeFord Creek Bridge Section
FAS 124, Linn County

Grade, pave and structure

Same as No. 2 except that 8-foot shoulders on approaches and 41-foot 5-inch roadway on structure will be provided.

10. Malheur River (Russell) Bridge Section
FAP RS-23-122(1), Malheur County

Structure

Same as No. 2 except that 27-foot 5-inch roadway will be provided.

11. Lancaster Drive at State Street Section
FAUS 1615, Marion County

Signals

Same as No. 1.

12. Heppner Rock Production Project
Wasco-Heppner Highway, Morrow County

Rock production project

Same as No. 1.

13. SW Taylors Ferry Road-Lewis & Clark Law School Bikeway Section
Terwilliger Blvd (Portland), Multnomah County

Grading and paving bikeway project

9-foot Class II bikeway to be constructed.

14. West Portland Park and Ride Station
Pacific Highway West, Multnomah County

Building with parking lots and incidental drives and approaches

Sidewalks, ramps and bicycle racks to be provided.

15. N. Oswego Avenue-N. Burr Avenue (Portland) Section
N. Columbia Blvd (Portland), Multnomah County

Grade and pave project

8-foot Class II bikeway to be provided.

16. NE Union Avenue-NE 82nd Avenue Section
Columbia River Highway, Multnomah County

Headlight glare shield installation

Same as No. 1.

17. SE Foster Road-Oregon City Interchange Section
East Portland Freeway, Multnomah & Clackamas Counties

Illumination project

Same as No. 1.

18. Medical Springs Rock Production Project
Medical Springs Highway, Union County

Rock production project

Same as No. 1.

19. Lostine River (Wolfe) Bridge Section
FAS 32-106, Wallowa County

Structure

Same as No. 2 except 32-foot roadway will be provided.

DES:mc

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

1353 4-13-76 13

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(85)296

STATE PROJECT NO.: West Portland Park & Ride

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-841

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: 4-7-76

DATE AUTHORIZATION EFFECTIVE: 4-7-76

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Pacific Highway Route 1

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Grade, pave, structure, signing, illumination, signals, landscaping and building (Transit Passenger Facilities)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Perm. Pavement Striping	$600
Temp. Construction Striping	6,000
Temporary Erosion Control	2,500
Install water meter	2,000
furnish water	300
On the job training	2,400
Work by City of Portland (Water)	14,176.54 (Actual cost basis)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-23-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 4-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,323,721 - Federal funds $2,144,329.

A signed copy of the title sheet is returned herewith.

DATE: 4-13-76

SIGNATURE OF APPROVING OFFICIAL: G. J. Kolach

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9353

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 6, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project I-5-6(80)296
West Portland Park & Ride
Oregon Project M-0944(1)
N. Oswego-N. Burr, Columbia Blvd.
Water Service Connection Fees

NOTED
E. S. HUNTER
cc Bothman
4-9-76

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of March 30, 1976, Mr. Bothman has requested a determination as to the extent of Federal participation eligible for water service connections to these projects. Attached to his letter is correspondence from the Portland Bureau of Water Works indicating their fees for such connections.

As you know, Federal funds can be used only for work and materials actually incorporated into the construction of the project. Costs related to maintenance, operations and agency administration are not eligible.

According to City Ordinance No. 139971 the "System Development" fee is clearly defined as a charge to cover probable costs of operations, maintenance and administration. This fee is a "maintenance" item and is clearly not eligible for Federal funding. Monthly service charges are in this same category.

We have also reviewed the proposed charges for installing the service and find them to be excessively high. These charges also seem to include costs other than construction.

Based on this review, Federal participation in water services to these projects should be on a Force Account basis covering labor, materials and equipment actually incorporated into the project. The meter testing charge is also eligible as a quality control cost applied to the equipment.

For G. L. Green

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
Rubin
FOR
Info Inves

cc:
OSHD (Bothman)

cy [illegible]

PROJECT MANAGEMENT
APR -7 '76
REFER TO
FOR
See me
Letter
File
Action
R/D
Investigate
Info

FILE: UTILITIES
(OR BY PROJECT?)

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 30, 1976

Telephone 238-8226
METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

NOTED
E. S. HUNTER

GLENN GREEN, Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Water service connection fees
West Portland Park & Ride Station, and
N. Oswego Ave.-N. Burr Ave., Columbia Blvd.

Attached are copies of letters from the city of Portland, Bureau of Water Works, listing the service connection fees for water service on the two subject projects.

There is a question about the city's ordinance charge which covers the actual cost of installing the service and connecting to the supply system. The cost of the meter is not included and will be provided by the contract.

The installation charge is a fixed amount based upon average costs with a base rate for roadways up to 40 feet in width, and additional charges for widths in excess of 40 feet. In the case of the projects in question, the services will be on the same side of the roadway as the supply mains, and the roadway width should have little bearing on the actual installation costs.

The systems development charge does not reflect an actual construction cost to initiate the water service.

In duscussing these charges with C. T. Christianson, he said the systems development charge and the installation charge in excess of the actual costs incurred may not be eligible for federal participation.

The Bureau of Water Works was notified of this possibility, but said charges were established by ordinance and they are unable to waive any part of the charge.

Please advise as to the extent of federal participation available.

[illegible]
R. L. [illegible]

cy - Rubin
3-31-76

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachments
cc: F. B. Klaboe
E. S. Hunter

RECEIVED
APR 1 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO
FOR

	Info
	Inves
	R/D
	D/R
	Sign
	Act
	File

8153

April 2, 1976

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5613

Gentlemen:

Attached are two copies of an agreement covering construction and maintenance of the West Portland Park and Ride Station.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Park & Ride

RECEIVED
ENVIRONMENTAL
SECTION

APR 7 1976

Referred to ________

1859

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-6279

ROBERT W. STRAUB
GOVERNOR

April 1, 1976

Conditions in this permit have been met in the plans & spec's
4-12-76 WLT

Mr. Gary Potter
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Indirect Source Construction Permit
No. 265034
Issued to Oregon State Highway Division
Date of Issuance, April 1, 1976

Gentlemen:

The Department has reviewed the information submitted with and in support of the August 20, 1975 application for construction of the West Portland Park and Ride Station. It is understood that the proposed facility is to be located at Barbur Boulevard and Capitol Highway, West Portland.

The proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before April 16, 1976.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

LOREN KRAMER
Director

H M Patterson

H. M. Patterson
Assistant Director
Air Quality Control Division

____ Varsloug ____
____ Olson ____
Copy Christensen ____
____ Scott ____
Copy Swenson ____
____ Savage ____
Copy Trout ____

RECEIVED
APR 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____
Other ____

RMJ:eve
Enclosure
cc: Portland Planning Bureau
Portland Regional Office
Tri-Met, Lana Nelson

Permit Number: 265034
NCIS Number: 265034
Issuance Date: APR 1 1976
Page: 1 of: 3

INDIRECT SOURCE CONSTRUCTION PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 thru 20-135

INDIRECT SOURCE: West Portland Park and Ride

ISSUED TO: Oregon State Highway Division
Name

Highway Building
Address

Salem | Marion | 97310
City | County | Zip

SOURCE SITE: Immediately north of the Capitol Highway - Barbur Blvd. intersection
Address

Portland | Multnomah |
City | County | Zip

STATE OF OREGON
1859

ISSUED BY THE
DEPARTMENT OF ENVIRONMENTAL QUALITY

LOREN KRAMER
Director

APR 1 1976
Date

Permitted Activities

Until such time as this permit is modified or revoked, OREGON STATE HIGHWAY DIVISION is herewith permitted to construct and operate an indirect source with associated parking located immediately north of the Capitol Highway - Barbur Boulevard interchange.

The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

FOR CONDITIONS OF THIS PERMIT, SEE ATTACHED SECTIONS

Indirect Source Permit Conditions
Issued by the
Department of Environmental Quality for

Page 2 of 3
Issuance Date APR 1 1976
Permit No. 265034

OREGON STATE HIGHWAY DIVISION

Permit Conditions for Parking Facilities

Size of Parking Facility

1. The size of the parking facility constructed under this permit shall not exceed 320 spaces.

2. Number of vehicles utilizing the parking areas at any one time shall not exceed the approved number of spaces.

Transit Incentive Programs

The following transit incentive programs shall be provided by the permittee as a condition of this permit:

3. Ten percent (10%) of the parking spaces constructed for this facility shall be reserved for use by carpools.

4. Bicycle racks shall be provided, located at the transit station.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

5. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Notice of Completion

6. A notice of completion form, number NC-IS 265034 shall be completed and submitted to the Department following construction and prior to operation of this facility.

Indirect Source Permit Conditions
Issued by the
Department of Environmental Quality for
OREGON STATE HIGHWAY DIVISION

Page 3 of 3
Issuance Date APR 1 1976
Permit No. 265034

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

b. Violation of any of the requirements, limitations or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

1353

13

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(85)296

STATE PROJECT NO.: West Portland Park & Ride

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-841

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/23/76

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Primary Route 1

GENERAL LOCATION: --

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for City of Portland, Bureau of Water Works water facilities effective 2/23/76. Reimbursement on an actual cost basis estimated to be $14,176.54, Federal funds $13,082.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program approval memorandum dated 2/23/76 approved this project for inclusion in the Federal-aid program. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the City of Portland-Bureau of Water Works consisting of your Utilities and Railroad Engineer's letter, the City of Portland's 2/5/76 letter, and the plans and estimate furnsihed by Mr. Cartwright's 2/18/76 and 3/15/76 letters.

The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE: 3/6/76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-588

8353

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 5, 1976
Portland, OR 97213

FILE: 626-1901
(330)

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: West Portland Park & Ride
Preliminary Plan Review

TO: D.O. CHRISTENSEN
Supervising Design Engineer

Attached are copies of "sign off" letters by the City of Portland, Bureau of Public Works for the subject project.

The question of a stairway from the structure to Southwest Evelyn Street replacing the ramp has not yet been resolved. We are still in the process of determining if this is agreeable to the Jackson Community.

We have not yet had a response from Tri-Met concerning their review.

MAX J. KLOTZ
Metro Planning Engineer

VB:jlg

attachment

1 Versteeg ✓
3 Olson [illegible]
2 [illegible] [illegible]
Scott
4 Swenson [illegible]
Anderson
Trout

RECEIVED
MAR 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

#1 copies to Bridge & Traffic

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

626-190
330

February 27, 1976

ME PE PR1 PR2 DE
O.S.H.D. = METRO
MAR 3 1976
OE FILE T/A

Bob Bothman
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

Re: West Portland Park & Ride

Dear Bob:

This will clarify comments made in our February 24, 1976 letter regarding review of the West Portland Park and Ride plans. The concerns expressed by the Bureau of Traffic Engineering have now been resolved. They will not require a change in the plans.

If you have any questions, please contact Glen Pierce at 248-4643.

Very truly yours,

Cowles Mallory

COWLES MALLORY, P.E.
City Engineer

GRP/STR/lmc

cc: Dick Speer

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

February 24, 1976

Bob Bothman
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

Dear Bob:

We have reviewed the preliminary plans which were furnished to us January 19, 1976 for the West Portland Park and Ride Station and find them to be in substantial agreement with the requirements of the City.

The following comments were made by City bureaus during this review:

~~MAX~~ Respond to Borgstrom

-- The Bureau of Traffic Engineering has not seen plans for signalization and, therefore, is not yet able to determine costs. They also would like to know if the costs for electricity to operate the signs at the entrance to the station will be borne by Tri-Met.

-- The Water Bureau requires no changes in the plans.

-- City Engineering Services Street Lighting Division and Special Permits Division require no changes in the plans.

The Office of Planning and Development has requested that the Design Review Committee again review this project during their next meeting on March 12, 1976. At this meeting the Design Review Committee will request installing a stairway at the former location of the pedestrian bridge ramp to Evelyn Street.

Max
Pursue commitment to J.C.A. - get their Motion

We believe the above comments can be addressed without delaying implementation of the project.

If you have any questions about these comments, please contact Glen Pierce at 248-4643.

Very truly yours,

Cowles Mallory

COWLES MALLORY, P.E.
City Engineer

GRP/STR/lmc

cc: John Lang
Glen Pierce
Bureau of Traffic Engineering
Water Bureau
Bureau of City Engineering Services
Office of Planning & Development

3-3 - Laurel Wentworth will send - is getting copy of Jan 15 JCA meeting minutes.

Vern - please check with Steve Dotterer about getting a copy of the resolution passed by the neighborhood association concerning the removal of the ramp.

Vern

what have you found out about the Traffic Bureaus question ?

3-3
They have seen signal Plans. Claim they were returned w/letter 2/10/76. ~~Lights~~ Electricity question is not signs, but ramp lighting on South side of fwy. according to Steve [illegible]

8353

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 24, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Environmental Mitigation Measures
West Portland Park & Ride
Pacific Highway
Multnomah County

TO: MEMORANDUM TO THE FILES

Here are comments regarding statements in the EIS on signs and illumination.

It says "signs will be as small as possible, yet large enough to carry their message to the public". Mr. George Ramjoue, Environmental Section, said there was no intent to use any special signs. He said we should use appropriate standard signs. Standard signs have been used throughout the project.

The EIS also says "luminaires will be shielded so as not to annoy adjacent property owners". Mr. Gordon Ballard, Bridge Design Section, said the original intent was to install "tower type" lighting. This concept was abandoned in favor of lower lights - poles 30 to 35 feet high. These lights are not shielded but have been carefully located, with the annoyance problem in mind, to avoid any annoyance to adjacent property owners.

DLT:jh
cc: George Ramjoue
Gordon Ballard

8353

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 23, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-6(85)296
Oregon Project U-203(-)
Oregon Project M-0965(-)
West Portland Park and Ride (Lot Site & Bus Route)
Exception to Noise Standards

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. Rulien's February 17 letter exceptions to the noise standards under the provisions of FHPM 7-7-3 Appendix B and documented in the approved Final Environmental Impact Statement are hereby approved.

G. L. Green

cc:
OSHD (Potter)
OSHD (Rulien)

NOTED
R. L. SCHROEDER

RECEIVED
FEB 25 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 24 '76
REFER TO
Rulien
FOR

Info	[illegible]	[illegible]	D/E	Sign	Act	File

cy Schroeder
2/26

February 17, 1976

TO G.L. Green, Division Admin.
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

SUBJECT Exception to Noise Standards
Project Nos. I-5-6(-)296, U-203(-) & M-0965(-)
West Portland Park-and-Ride Section

We request, for the subject project, your approval for exception to noise standards as set forth in FHPM 7-7-3 (PPM 90-2), Appendix B, based on the fact existing noise levels at receptors within 100 feet of the proposed "lot site" and along the "bus route" exceed the suggested FHWA guidelines. Continuous noise barriers or other physical means of noise abatement to not exceed FHWA noise standards are not feasible to obtain for the entire "lot site" and "bus route".

This opinion is stated in the Final Environmental Impact Statement which was approved and adopted by FHWA Regional Administrator on July 14, 1975.

JG:dgk

cc: J. H. Versteeg
Gary Potter
N. L. Hardt (Region 1)
D. E. Swan (3)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/23/76

BY (Signature): L.W. Rulien's 2/13/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
841	I-5-6(85)296	0.0	2,400,000	2,214,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
West Portland Park- and Ride Section Multnomah County State of Oregon	Transit Passenger facilities

REMARKS (Division)

RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO
Rulien
FOR
Info
Inves
R/D
D/R
Sign
Act ✓
File

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/23/76	G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8335

February 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-6(85)296

We are submitting program data for one project, Item No. 841, Project No. I-5-6(85)296, "West Portland Park-and-Ride Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on March 25, 1976.

A copy of the State Clearinghouse A-95 review approval letter was forwarded previously.

Exception to noise standards is being requested under separate action.

JG:md

Encl.

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 13, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, Jct. with Capitol Hwy. (Portland) 21 65	ADT	PRESENT 63,300	FUTURE 87,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Transit Passenger Facilities 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-6 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah				CODE 05 (14)
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	52	I-5 at junction with Capitol Hwy. and Pacific Hwy. West (Portland)	(54) (58)	(59) (66)	(67) (75)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y009 Y108		"W. Portland Park-and-Ride Section"	0.0	2,400,000	2,214,700	185,300	

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	0.0	2,400,000 (16) (23)	2,214,700 (24) (33)	185,300	
1	14	PROGRAM APPROVAL DATES						

REMARKS
Additional Data: Item Nos. 29,
Project Nos. I-5-6(4)295, I-5-6(
I-5-6(80)296 respectively.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 13, 1976

pitol Hwy. (Portland)	ADT	PRESENT 63,300	FUTURE 87,000	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042

ITEM NO. 841

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. (I. Projects Only)	DESIG.
I-	5-6	(85)	296	

nterstate

ortland

COUNTY NAME: Multnomah CODE: 051

ROUTE NO. I — FEDERAL-AID: I-5 STATE: 1 U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
I-5 at junction with Capitol Hwy. and Pacific Hwy. West (Portland) "W. Portland Park-and-Ride Section"	0.0	2,400,000	2,214,700	185,300		Utility adj. required incl. preparatory work.
JG — PROJECT TOTALS	0.0	2,400,000	2,214,700	185,300		

REMARKS

Additional Data: Item Nos. 29, 115 & 749; Project Nos. I-5-6(4)295, I-5-6(13)295 and I-5-6(80)296 respectively.

-over-

WEST PORTLAND PARK-AND-RIDE SECTION

PROJECT NO. I-5-6(85)295

Project Data: The work consists of construction of a transit passenger facility to accommodate parking for approximately 300 cars, pedestrian overpass and a bus station providing seating, lighting, wind protection, restrooms and other incidental work common to this type of project.

IM 50-1-70 Requirements:

(a) State Clearinghouse--A-95 review approval letter dated September 16, 1971.

(b) District 2 Clearinghouse--Notice of Intent was sent August 30, 1971 and has lain before the Clearinghouse more than 30 days without action. It is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: The "Final Environmental Statement" was approved and adopted by the Regional Administrator and forwarded to CEQ on July 14, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Corridor/Design held August 20, 1974.

(b) Location/Design--Approval granted by FHWA on August 26, 1975.

Note: (1) The project is in Congressional District No. 1

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E stage and the number stipulated in the P.S. & E documents.

Data for PR-37:

Type Code Y009 (Pedestrian Overpass)----------
Type Code Y108 (Transit Passenger Facility)---
Type Code Y060 (Utilities)-------------------

-AND-RIDE SECTION

-5-6(85)295

construction of a transit passenger
approximately 300 cars, pedestrian
seating, lighting, wind protection,
common to this type of project.

ew approval letter dated September

ice of Intent was sent August 30, 1971
nghouse more than 30 days without
ned that no adverse review or comments

Environmental Statement" was approved
strator and forwarded to CEQ on July

ign held August 20, 1974.

nted by FHWA on August 26, 1975.

ssional District No. 1

set forth in FHWA order interim 7-2(2),
determined at P.S. & E stage and the
P.S. & E documents.

Data for PR-37:

Type Code Y009 (Pedestrian Overpass)	$ 373,000
Type Code Y108 (Transit Passenger Facility)	2,010,000
Type Code Y060 (Utilities)	17,000

8353 15

[illegible] 6-2

February 13, 1976

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PNRS No.
841	I-5-6(85)296	W. Portland Park-and-Ride #71.0417

JG:md

Encl.

cc: G. L. Green (FHWA)
D. E. Swan (2)

8353 13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~406 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

February 10, 1976

Mr. Robert Bothman
Assistant State Highway Engineer
5821 N.E. Glisan Street
Portland, OR 97213

Re: West Portland Park and Ride

Dear Mr. Bothman

With regard to the question as to whether or not the West Portland Park and Ride property is public property, I have checked with the Right of Way Section and have the following to offer.

The West Portland Park and Ride is being acquired with federal aid interstate highway funds and is considered a part of the federal interstate right of way and is therefore public property. The property is owned by the State of Oregon, by and through its Oregon Transportation Commission, and is being utilized completely for a public purpose.

There is no question in my mind that this is public property as it is being purchased with federal and state funds for use as a public transportation facility.

If you have any further questions on this matter please do not hesitate to contact me.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - F. B. Klaboe
Bob Schroeder
H. S. Coulter
J. B. Boyd

NOTED
R. L. SCHROEDER

RECEIVED
FEB 12 1976
Office of
Assistant State Highway Engineer

8353

~~I-5~~ Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
February 3, 1976

FROM: NEIL FLANAGAN
Property Manager

SUBJECT: W. Portland Park-&-Ride Sec.
Pacific Highway
Multnomah County

TO: J. H. VERSTEEG
Road Design Engineer

CONTRACT LETTING - MARCH 25, 1976

The following buildings are to be placed in the contract for removal. All tenants will be vacated before letting date.

File	Name	Location	Improvements
48533	Tower	Sta. 337+00	Tire shop
48534	Lisac	Sta. 336+50	House & Garage
48535	Comte & Kohlman Co.	Sta. 335+25	Commercial Bldg.
48536	Anderson	Sta. 330+00 to Sta. 333+50	5 Cabins & 3 Houses
48537	Vidan	Sta. 328+00 to Sta. 329+75	25-unit Apartment House

cc: J. B. Boyd
J. R. Oakes
Duane Ridings
R. N. Bothman
Ed Hardt
Gary Knowlton
L. C. Grothaus
C. G. Swenson
Trial Section
Bob Whitby

1 ✓
2 [illegible]

W.C.4 done 2-5-76

8333

Bollman
Xc: Larry Rulain
→ General Files
og on files

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-6279

ROBERT W. STRAUB
GOVERNOR

February 3, 1976

Gary Potter
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Final date for Submission of Written Comments, February 23, 1976

Re: Application for Construction of an Indirect Source: Proposed Indirect Source Permit No. 265034

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to February 23, 1976. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the notice period from February 3, 1976 to February 23, 1976.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

LOREN KRAMER
Director

J. F. Kowalczyk

J. F. Kowalczyk, Chief
Technical Services Section

CAS:eve
Enclosures
cc: Portland Planning Bureau
    Portland Regional Office

Contains Recycled Materials

DEQ-1

Notice of Application to Construct

An Indirect Source

Those persons described on the attached sheets have applied to the Department of Environmental Quality for a permit to construct an Indirect Source in accordance with Oregon Administrative Rules, Chapter 340, Sections 20-100 through 20-135.

The Department is providing this notice in order to encourage anyone desiring to submit information concerning the applicant(s) or the application(s) which might aid or assist the Department in making an adequate review. Written comments must be submitted prior to:

February 23, 1976

Please address your comments to:

Department of Environmental Quality
Indirect Source Program
1234 S. W. Morrison Street
Portland, Oregon 97205

The full content of the application, the Department's preliminary review, a copy of the proposed permit, and any other applicable information received to date is available for public inspection at 1234 S. W. Morrison, Portland, 229-5209. Please contact the main office of the Department if additional information is desired.

Application Information

The Department of Environmental Quality has completed a preliminary review of an application for construction of the following proposed Indirect Source:

Source Name: West Portland Park and Ride

Source Location: Immediately north of Capitol Hwy - Barbur Blvd. intersection

Name of Applicant: Oregon State Highway Division

Applicant's Address: Highway Building
Salem, Oregon 97310

Description of Source: 320 space park and ride lot to be serviced by a six mile bus route via Barbur Blvd. to downtown Portland including 23 miles of exclusive bus lane.

The Department's preliminary evaluation, a copy of the proposed permit, and other information pertinent to this proposed facility may be examined at the Office of the Administrator, Air Quality Control Division, Department of Environmental Quality, 1234 S. W. Morrison Street, Portland, Oregon, or at the following locations:

Remarks:

Permit Number: 265034
NCIS Number: 265034
Issuance Date:
Page: 1 of: 3

PROPOSED

INDIRECT SOURCE CONSTRUCTION PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 thru 20-135

INDIRECT SOURCE: West Portland Park and Ride

ISSUED TO: Oregon State Highway Division
Name
Highway Building
Address
Salem Marion 97310
City County Zip

SOURCE SITE: Immediately north of the Capitol Highway - Barbur Blvd. intersection
Address
Portland Multnomah
City County Zip

STATE OF OREGON
1859

ISSUED BY THE

DEPARTMENT OF ENVIRONMENTAL QUALITY

LOREN KRAMER
Director

Date

Permitted Activities

Until such time as this permit is modified or revoked, OREGON STATE HIGHWAY DIVISION is herewith permitted to construct and operate an indirect source with associated parking located immediately north of the Capitol Highway - Barbur Boulevard interchange.

The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

FOR CONDITIONS OF THIS PERMIT, SEE ATTACHED SECTIONS

Indirect Source Permit Conditions
sued by the
Department of Environmental Quality for

Page 2 of 3
Iss ce Date
Permit No. 265034

OREGON STATE HIGHWAY DIVISION

Permit Conditions for Parking Facilities

Size of Parking Facility

1. The size of the parking facility constructed under this permit shall not exceed 320 spaces.

2. Number of vehicles utilizing the parking areas at any one time shall not exceed the approved number of spaces.

Transit Incentive Programs

The following transit incentive programs shall be provided by the permittee as a condition of this permit:

3. Ten percent (10%) of the parking spaces constructed for this facility shall be reserved for use by carpools.

4. Bicycle racks shall be provided, located at the transit station.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

5. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Notice of Completion

6. A notice of completion form, number NC-IS 265034 shall be completed and submitted to the Department following construction and prior to operation of this facility.

Indirect Source Permit Conditions
Issued by the
Department of Environmental Quality for

Page 3 of 3
Issuance Date
Permit No. 265034

OREGON STATE HIGHWAY DIVISION

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

b. Violation of any of the requirements, limitations or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

~~tw~~
Portland

Salem, Oregon
January 29, 1976

adOlson
A. D. Olson
Preliminary Design Engineer

West Portland Park & Ride
Pacific Highway West
Multnomah County

Max Klotz
Metropolitan Planning Engineer

Reference is made to Vern Butzer's letter of January 21 recommending that the southerly access to Barbur be revised to permit right turns only and that the lot circulation be revised.

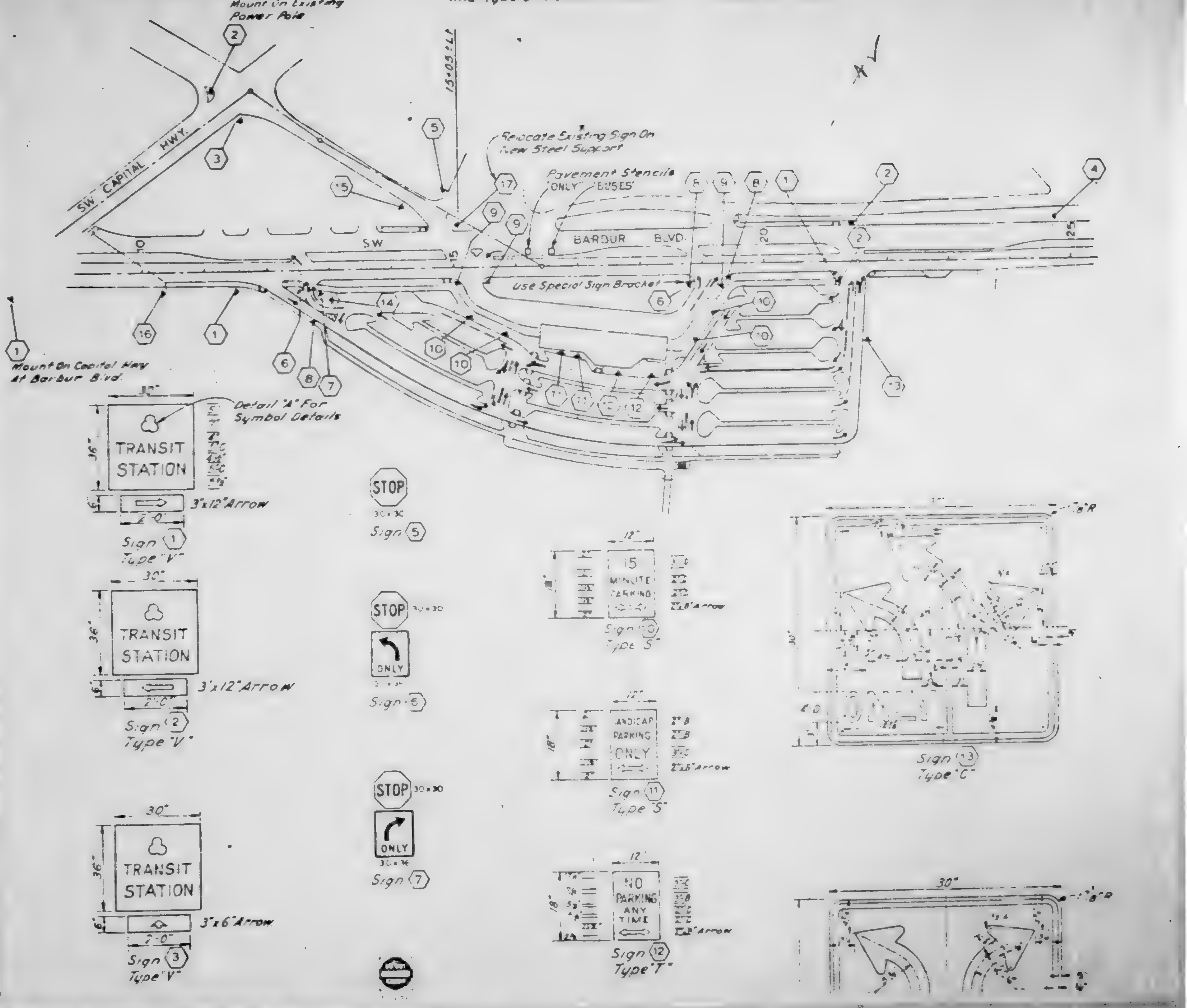
The revision to the southerly access to Barbur Blvd. has been discussed in the past and the plans are to remain as they are to give this pattern a trial. Practically all traffic out of the lot is headed west and if this exit works it will be advantageous. If it doesn't function properly as it is there may be other pavement markings which could be added to make it workable. If not, the revision to right turn only could be made or the exit could be closed entirely.

The circulation pattern in the lot was laid out to handle a large volume of entering traffic at one time without backing traffic out onto the highway. While this does not conform to some shopping center circulation patterns it should work well with what we hope will be everyday repeat customers. Again, if it causes some confusion it can be revised.

While reviewing this circulation my attention was drawn to Sign 10, as shown on the attached copy of the plans. It would not seem appropriate to allow more than momentary parking in this area in the morning to unload passengers. Possibly this is less critical in the evening when picking up passengers but it would seem appropriate to review this and possibly steal some signs from some of the department stores or restaurants that allow parking only when loading or unloading--driver to remain at the wheel, etc. If this fits your thinking it should be done under construction, not try to change the plans at this late date.

ADO:az
Encl.
cc: L. E. George

And Type of Painted [illegible] to be used.



353

B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 28, 1976

In reply refer to:

SUBJECT: Oregon Project I-5-6(80)
West Portland Park and Ride
Pedestrian Bridge No. 16217

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Preliminary plans for the Park and Ride facility, submitted November 19 and January 14, are approved. We understand that several details have been changed since the plans we have were made. We would appreciate being kept informed of these changes and will approve them at the time of the PS&E.

for G. L. Green

cc
OSHD (W. Hart)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR

JAN 30 '76

REFER TO

FOR

Info	Inves	R.D	D.R	Sign	Act	File
					✓	

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 16217

January 14, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

West Portland Park and Ride
Multnomah County
Bridge 16217
Oregon Project I-5-6(80)

Enclosed are three reduced size sets of advanced plans (except for the traffic signal installations) for the subject project. Also included are two copies of the design data sheet for the pedestrian structure.

The following is in answer to the comments and questions contained in your December 22, 1975 letter:

1. Handrails - Handrails will be installed on the stairways, the pedestrian structure and the ramps at the south end of the pedestrian structure as detailed on drawings 31110, 31115 and 31116. According to the codes and our evaluation, this is all that is required and warranted.

2. Architectural wall treatment - The concrete walls indicated as being architecturally treated shall receive a Class 2 finish. The color of the latex paint shall match the color used on the station wingwalls (Colortrend Exceptionale Mesa Tan 5-23M).

3. Pedestrian structure concrete alternate - Attached is a cross section and estimate for the one-span, segmental, post-tensioned, concrete structure and an estimate for the one-span, steel structure. For

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

esthetic reasons the steel structure was selected over the concrete alternate for this location.

4. Fill compaction - Adequate fill compaction for spread footings will be specified. Note also sheet 2A-2 for special excavation and backfill under retaining walls at north end of pedestrian structure.

5. Parking area drainage - See attached plans sheet 3B, 3B-2, and 3B-3.

6. Steel finish - Generally steel work below 7'-6" height will be painted. Steel siding and roofing above 7'-6" height will be weathering steel. Contrary to the plans, the pedestrian structure will not be painted, but will be weathering steel.

7. Window shape (Dwg. 31054) - Designer recommends irregular-shaped windows at the ends of the concourse for esthetic reasons.

8. Insulation (Dwg. 31057) - The purpose of the insulation is to reduce sweating of the steel facing. Some isolation of metal to metal is also accomplished. Detail was recommended by the manufacturer's representative.

9. Coping at welds (Dwg. 31058) - Coping of webs is called for at locations of groove welds as detailed.

10. Anchor strap details (Dwg. 31067) - See drawing 31067 of building plans.

11. Mirrors (Dwg. 31059) - Final decision will rest with Tri Met.

12. Frame insert weld (Dwg. 31071) - Welds have been revised.

13. Irrigation (Dwg. 31072) - For irrigation details, see grading sheets 5, 6, 7 and 8.

14. Bicycle racks (Dwg. 31082) - Bicycle rack was recommended by Pronto Sales, Portland distributor for this type of product. It is described as the ultimate in anti-theft protection and is the only bike rack endorsed by leading police departments and insurance companies. See details for operation.

15. Light levels (Dwg. 31088) - Light levels are per IES recommendation. They have been reviewed by Tri Met and our people and found acceptable.

16. Overall location plan - See cover sheet for project.

17. Pedestrian crossing flange-to-web weld (Dwg. 31106) - Has been reviewed and is designed properly.

18. Pedestrian structure top flange treatment (Dwg. 31110) - See details.

19. Pedestrian structure wearing surface - See General Notes on Dwg. 31106.

20. Pedestrian structure handrail - The height of the pedestrian structure handrail is 3'-6", which is the standard height used on pedestrian and bicycle bridges by the Oregon State Highway Division.

We hope that our comments and the enclosed plans answer your questions. We intend to call for bids on this section on March 25, 1976.

Please return one copy of the enclosure with your approval or comments noted thereon by February 23, 1976 or sooner, if possible.

Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
for
Walter J. Hart
Bridge Engineer

DOC:dh
Enclosures
cc
E. S. Hunter
R. N. Bothman
L. W. Rulien
V. E. Skoog
E. L. Hardt
F. E. Terpin
L. L. Wallace
R. W. Ellison
V. Butzer

RECEIVED
STATE HWY ENGR
JAN 15 '76

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1901-330

Portland, Oregon 97213

January 21, 1976

MAX J. KLOTZ
Metro Planning Engineer

FROM: by VERN BUTZER
Project Information Officer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: West Portland Park & Ride Station
Pacific Highway West
Multnomah County

PRELIMINARY SIGN PLANS

Returned herewith is one copy preliminary sign plans transmitted to Metro on January 7.

Please note that the left turn movement from the southerly access to Barbur has been recommended for deletion permitting right turns only, and that the lot circulation has been revised.

mb

cc: J. H. Versteeg

REFERRED TO

____Beard____ ____Reed____
W.E.C. [✓ Cole] ____Sample____
____Eriksen____ ____Watson____
____Hager____ ____Wolfe____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

A. Olson
says Leave plans
as is. 1/28/76
W.E.C.

2/3

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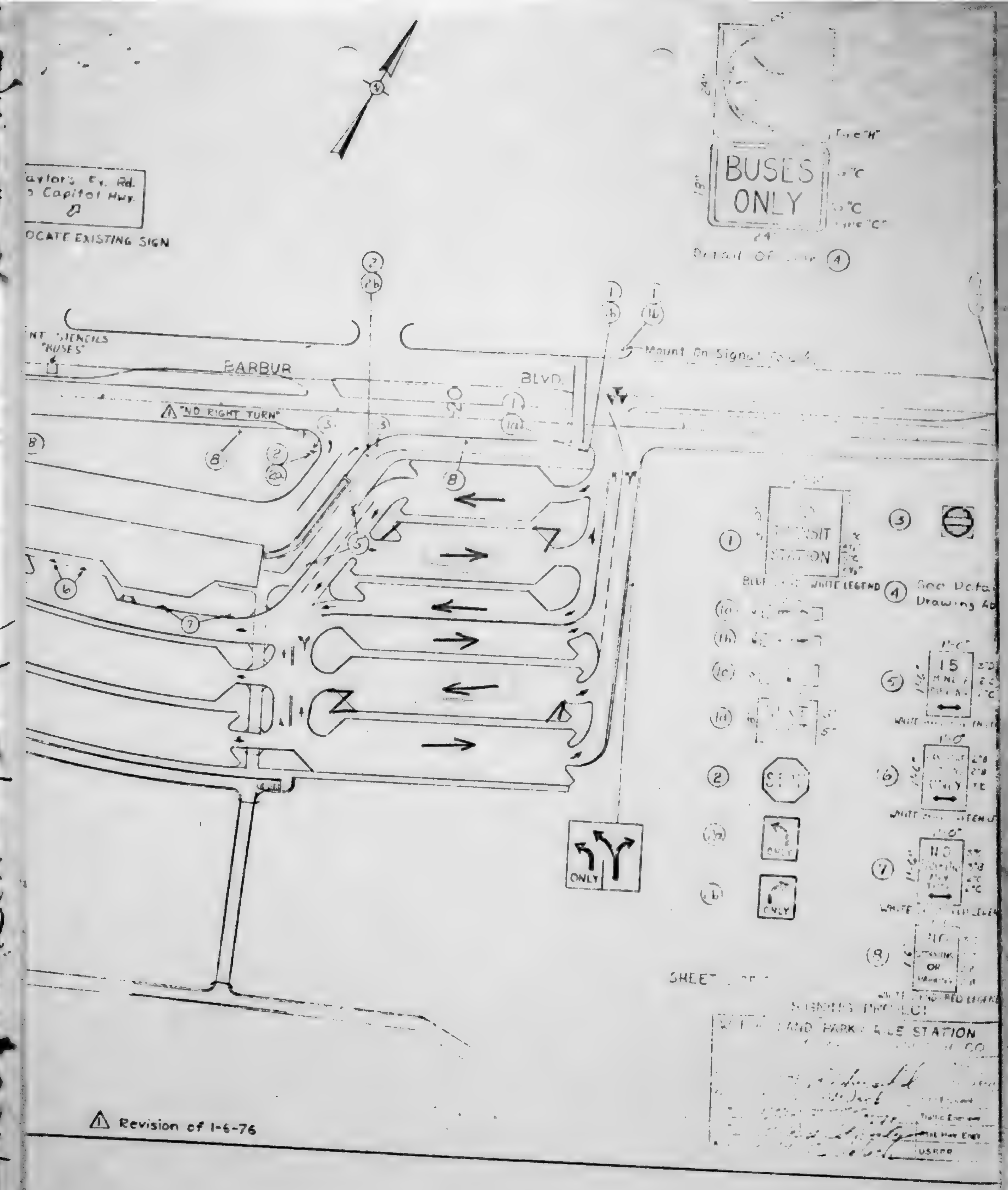
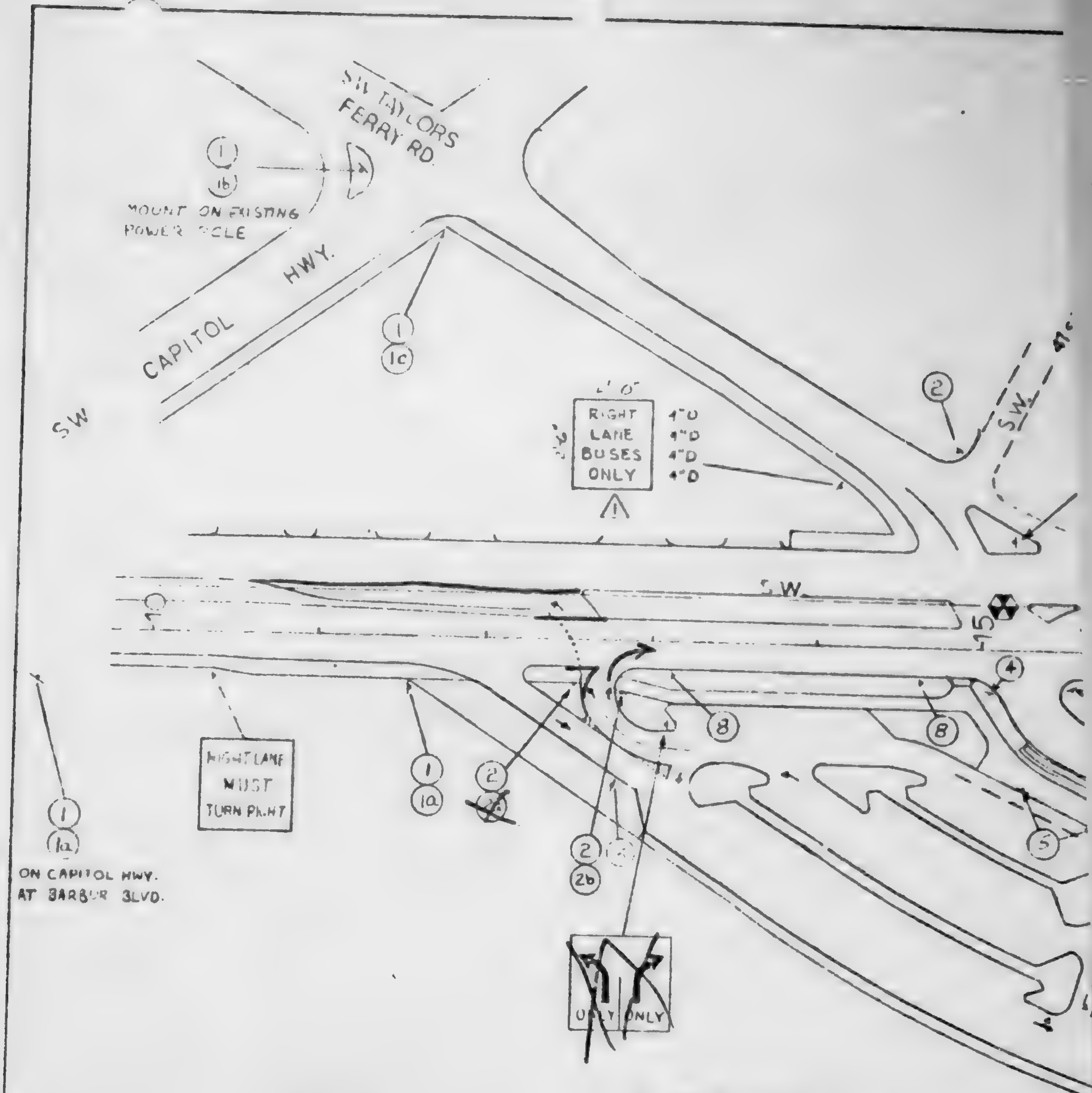
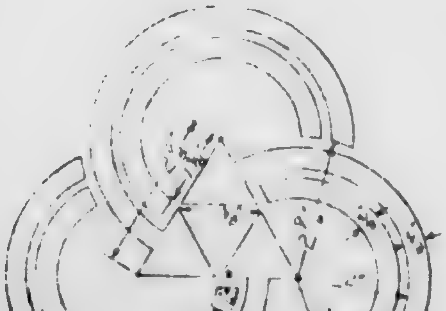
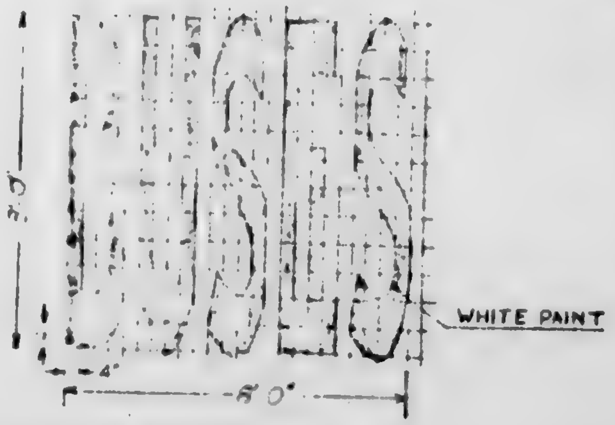

Taylor's Fy. Rd.
Capitol Hwy.
OCATE EXISTING SIGN
BUSES
ONLY
Detail Of Sign ④
Type "H"
Type "C"
24"
18"
NT. STENCILS "BUSES"
BARBUR
BLVD.
Mount On Signal Pole
"NO RIGHT TURN"
①
①a
①b
①c
①d
②
②a
②b
③
④
⑤
⑥
⑦
⑧
TRANSIT STATION
BLUE WITH WHITE LEGEND
See Detail Drawing
15 MINUTE PARKING
NO PARKING
NO STANDING OR PARKING
STOP
ONLY
WHITE WITH RED LEGEND
SHEET OF
SIGNING PROJECT
AND PARK & RIDE STATION
CO.
Traffic Engineer
Dist. Hwy. Engr.
USRPR
Revision of 1-6-76





DETAIL OF SYMBOL TO BE USED ON UPPER PORTION OF "TRANSIT STATION" SIGN



DETAIL OF "BUSES" STENCIL FOR "BUSES ONLY" PAVEMENT MARKER.
FOR "ONLY" USE STANDARD 8FT STENCIL.

NOTE: ARROWS IN PARKING LOT AND TURNING LANES SHOW LOCATION AND TYPE OF PAINTED PAVEMENT ARROWS TO BE USED.

8353

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 19, 1976
Portland, OR 97213

FILE: 626-1901
(100)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: West Portland Park & Ride

TO: MEMO TO THE FILE

At the request of the Jackson Community Association, I presented the final plans for the West Portland Park and Ride Stattion.

There was no discussion on the final plan as most of the association has been involved over the last three-year planning effort.

The reason for presenting the final plan was to review the pedestrian crossing to Evelyn Street.

At the request of the property owners on that street, who do not want the pedestrian sidewalk from the pedestrian overcrossing of the freeway to connect to Evelyn Street, the association voted 13 to 1 to request removal of that portion of the bicycle/footpath. There were about fifty persons in attendance at this session.

I advised the association that the plan was in conformance with the information I had received working with their park and ride subcommittee, city planning staff, and other representatives of the technical advisory committee.

Laurel Wentworth, representing the city planning staff, advised that the staff was agreeable to the removal of that portion of the pedestrian bikepath if the association so indicated.

I advised that the Highway Division would make the change--that I thought it was a minor design change, and that we could accomplish it without a major issue, subject to approval by the city.

By copy of this memo, steps should be taken to remove the access from the pedestrian overcrossing to Evelyn Street, including cancellation of the right-of-way acquisition required for that effort. That acquisition included cutting off one driveway, and a major disruption to the access to another. Those two property owners initiated the above action.

The major purpose of this connection was to meet the objectives of the city planning staff which evolved around a connection to an adjacent apartment complex. However, I learned the complex was approved in the neighborhood with the stipulation that there be no access, pedestrian, auto, or other, form the apartment complex to Evelyn Street--there is a locked gate.

The second reason for the planning staff's request for this connection was for a proposed neighborhood park. Indications are that the possibility for that proposed park is remote, as no effort is underway to accomplish it, and development of the area has precluded the park land acquisition.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
G. L. Sund
G. A. Potter

RECEIVED
STATE HWY ENGR
JAN 20 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8353 15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 16, 1976

In reply refer to:

SUBJECT: Oregon Project I-5-6(80)296
West Portland Park and Ride Section
Anderson File No. 48536

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Federal funds will participate in the cost of securing the third moving estimate as requested in Mr. Dixon's letter, dated January 15, 1976.

G. L. Green

cc
OSHD (J. Dixon)

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO Schroeder
FOR
Info Inves R/D D/R Sign Act ✓ File

cy Rulien

Copy To Boyd
TAK - 1-20-76

RECEIVED
JAN 20 1976
Office of
Assistant State Highway Engineer

[illegible]

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 13, 1976

FROM: F.W. Yarbrough
Soils & Geology Engineer

TO: Victor D. Wolfe
Location Engineer

SUBJECT: S.W. Capitol and Barbur Boulevard
Parking Lot
Strengthening Fill Slope
Foundation

Borings and soil tests in the foundation to be under the slope of the required fill for the subject parking lot have been evaluated and strengthening of the foundation by excavation and granular backfill as shown on attached sheet A is recommended.

Justification for the strengthening is as much or more by settlement than for stability. About 0.5 foot total settlement would take place under 25-feet of fill without the excavation and granular backfill. With the excavation, and partial filling before the walls are constructed, settlement under the walls should be reduced to about 0.1 foot. Settlements in other parts of the lot will vary in proportion to fill height. More than half of the total settlement will take place while the fill is being placed and 90 percent should be completed in about 10 months after the fill is finished.

Strengthening of the fill foundation for stability is justified by the uncertainty of the magnitude of pore water pressure in the foundation which will be caused by the load of the fill. This uncertainty is aggravated by the large width of area to be filled. The recommended sub-excavation and granular backfill under the lower slope will drain away the consolidation pressure in the zone under the slope where stabilizing shear strength must be developed.

FY:jmw
cc: J.H. Versteeg
Jack Davis
Dan Gano
Ed Johnson

1 Versteeg ✓
Olson
2 Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 1 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

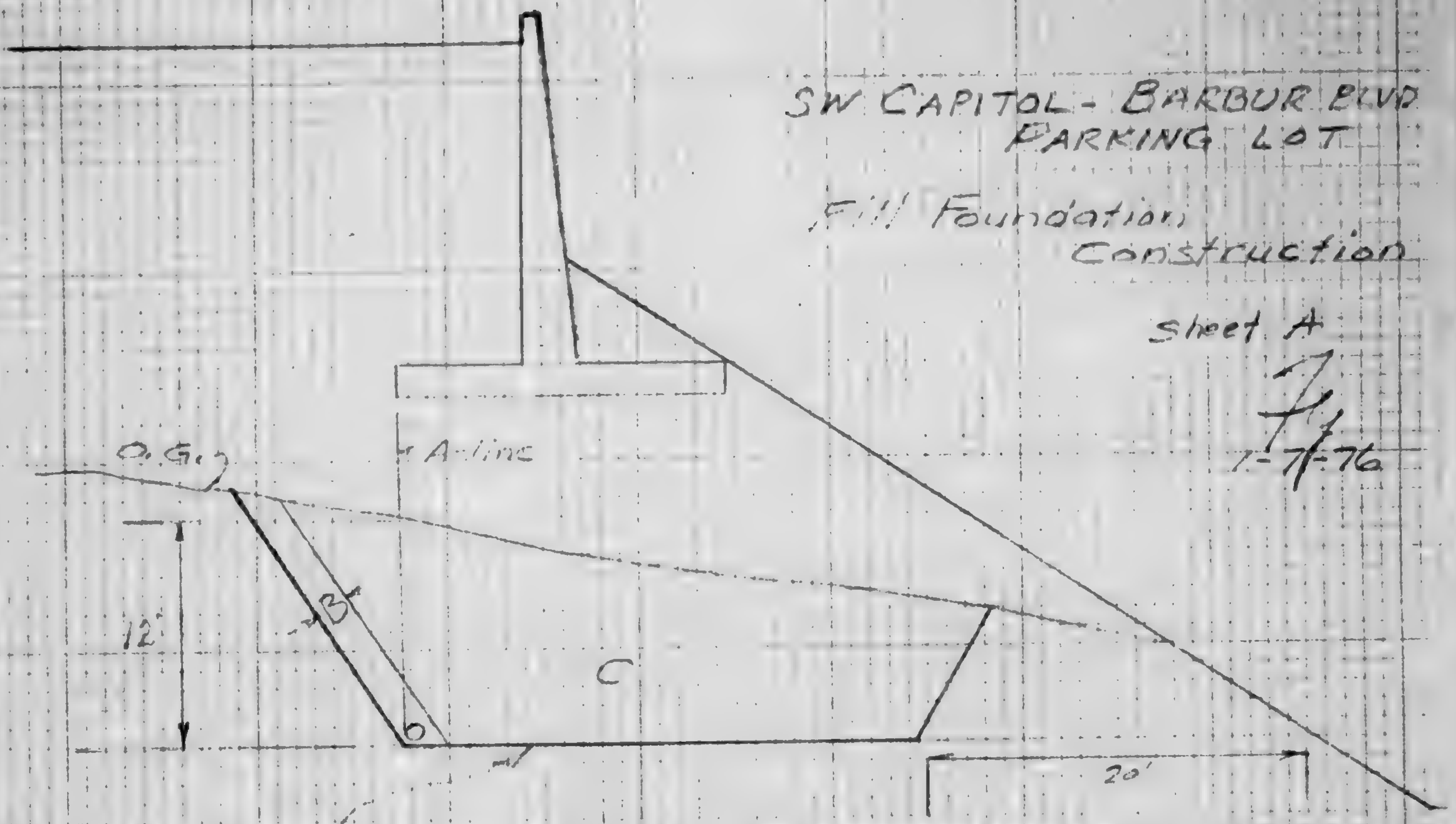
O THE INCH
& ESSER CO
781001

SW CAPITOL - BARBUR BLVD
PARKING LOT

Fill Foundation
Construction

sheet A

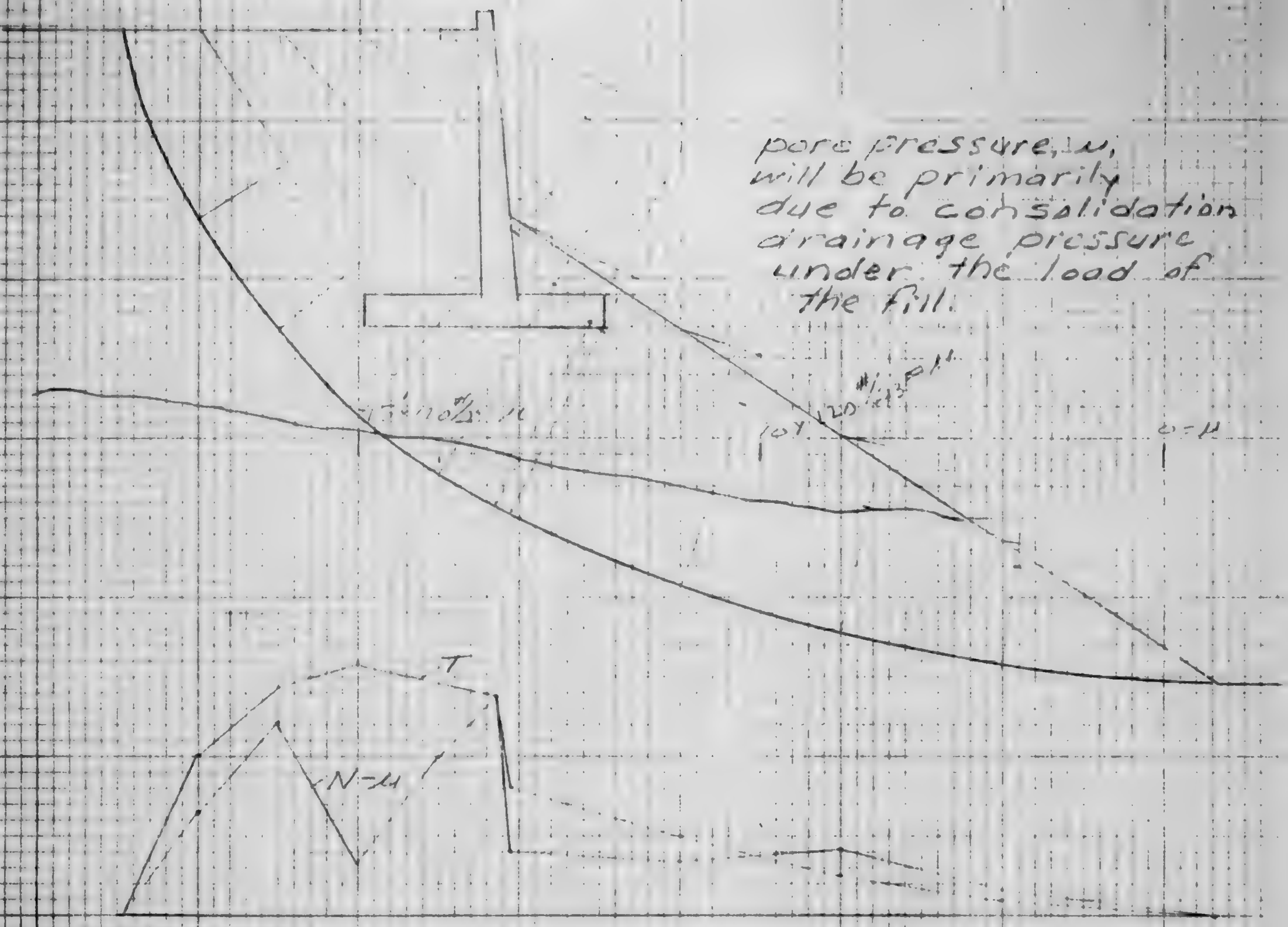
7-7-76



Excavate where depth of fill at A-line is more than 10' on O.G.

B is 2' min. thickness special sand in drains material. Install 6" dia perf. pipe in the bottom.

Backfill C shall be sand, gravel, or rock, containing not more than 5% of sizes finer than #200 in the minus #4 fraction unless there are visible voids surrounding all fragments. If there are visible voids in the backfill, a transition layer with at least 30% sand and 30% gravel sizes shall be placed two feet minimum thickness over the backfill C.



pore pressure, u, will be primarily due to consolidation drainage pressure under the load of the fill.

Obviously, tan φ must be >1 (if c=0) to be stable

SW CAPITOL - BARBUR BLVD
PARKING LOT

Stability analysis showing the necessity for foundation strengthening construction

sheet B

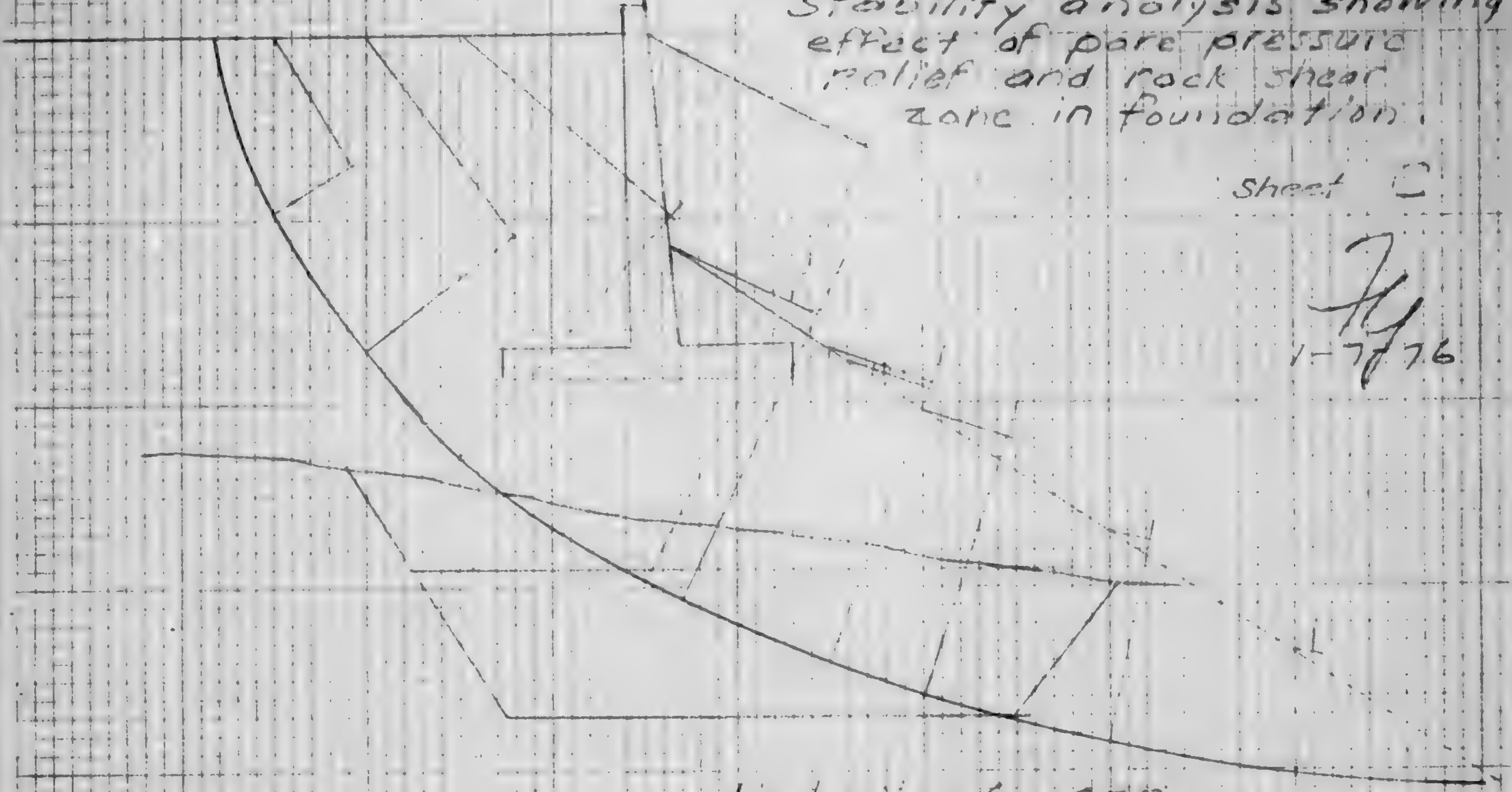
1-7-76

SW CAPITOL - BARBUR BLVD
PARKING LOT

Stability analysis showing
effect of pore pressure
relief and rock shear
zone in foundation.

Sheet C

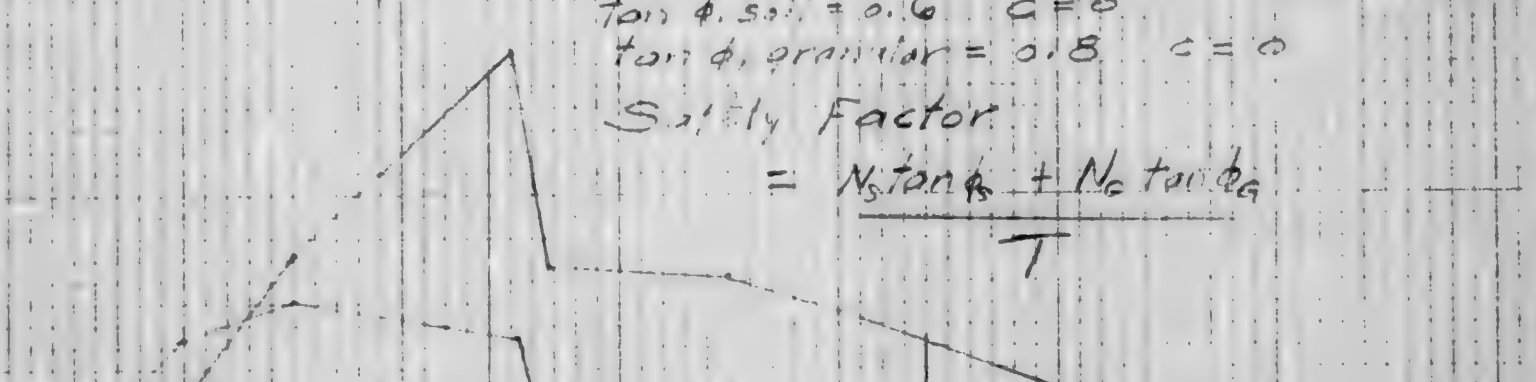
1-7-76



tan φ, soil = 0.6 c = 0
tan φ, granular = 0.8 c = 0

Safety Factor

$$= \frac{N_S \tan\phi_S + N_G \tan\phi_G}{T}$$



64
1.46
1.16
58
24
16
6
4.46 □"
T

4.8
1.38
2.14
1.64
1.28
88
36
8.44 □"
N Total

1.20
1.60
.56
3.36 □"
N Granular

$$\text{Safety Factor} = \frac{5.1^{\square''} \times 10 \times 10 \times 120 \times 0.6 + 3.3^{\square''} \times 10 \times 10 \times 120 \times 0.8}{4.4^{\square''} \times 10 \times 10 \times 120}$$

$$= \frac{36{,}700 + 31{,}700}{53{,}300}$$

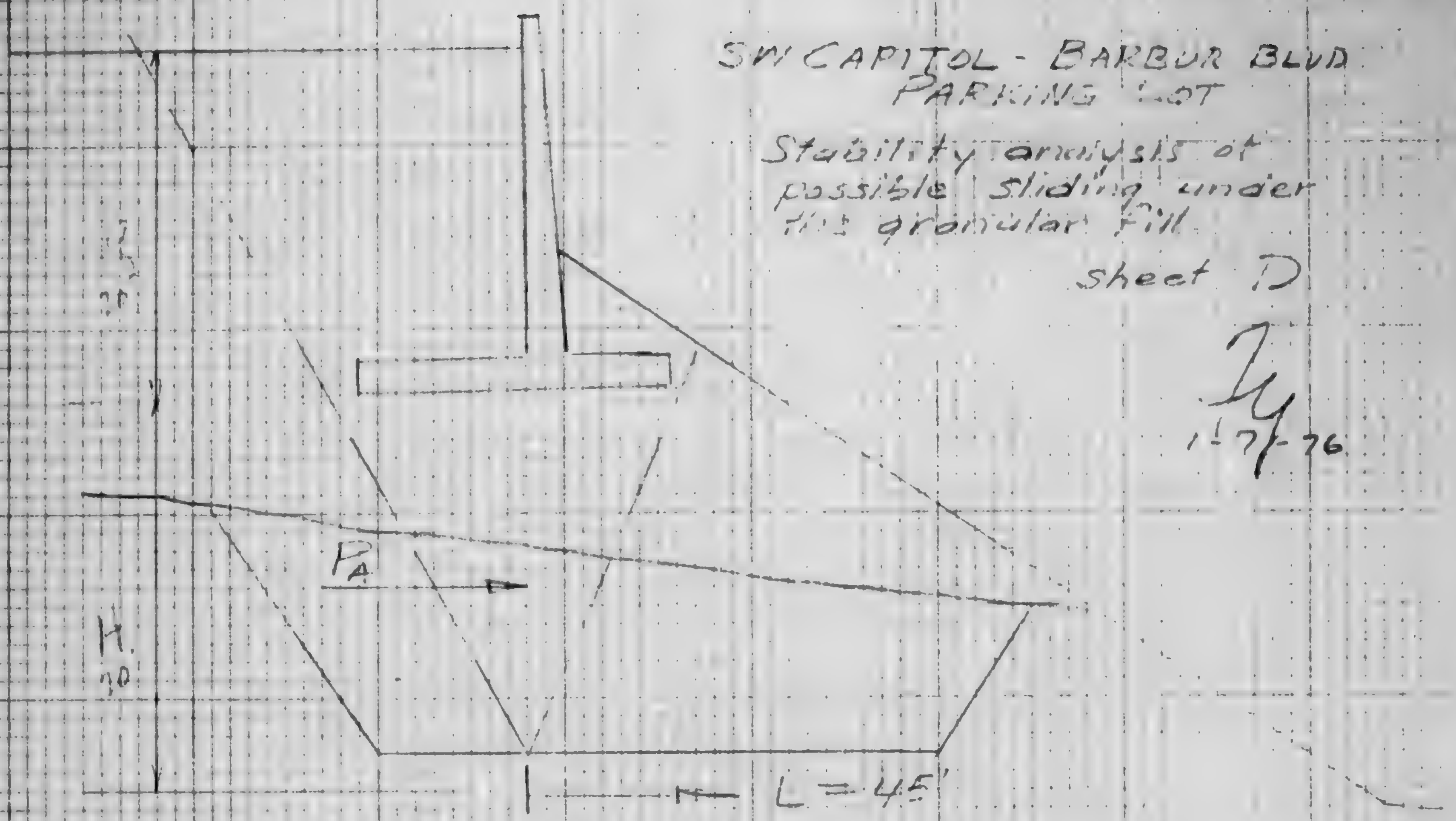
S.F. = 1.28

SW CAPITOL - BARBUR BLVD
PARKING LOT

Stability analysis of
possible sliding under
the granular fill

sheet D

1-7-76



No pore pressure acting. $\tan\phi = 0.6$, $C = 0$, $N_\phi = 3$

$$P_A = \frac{1}{2}\gamma H^2 \frac{1}{N_\phi} + g\gamma' H \frac{1}{N_\phi}$$

$$= \frac{1}{2}\cdot 120^{\#}/_{ft^3}\cdot 20\cdot 20\,\frac{1}{3} + 20'\cdot 120^{\#}/_{ft^3}\cdot 20\cdot\frac{1}{3}$$

$$= 8000^{\#} + 16{,}000^{\#}$$

$$\text{Safety Factor} = \frac{N\tan\phi}{P_A} = \frac{\frac{1}{2}\,30\cdot 45\cdot 120\cdot 0.6}{24{,}000^{\#}}$$

$$= \frac{48{,}000}{24{,}000}$$

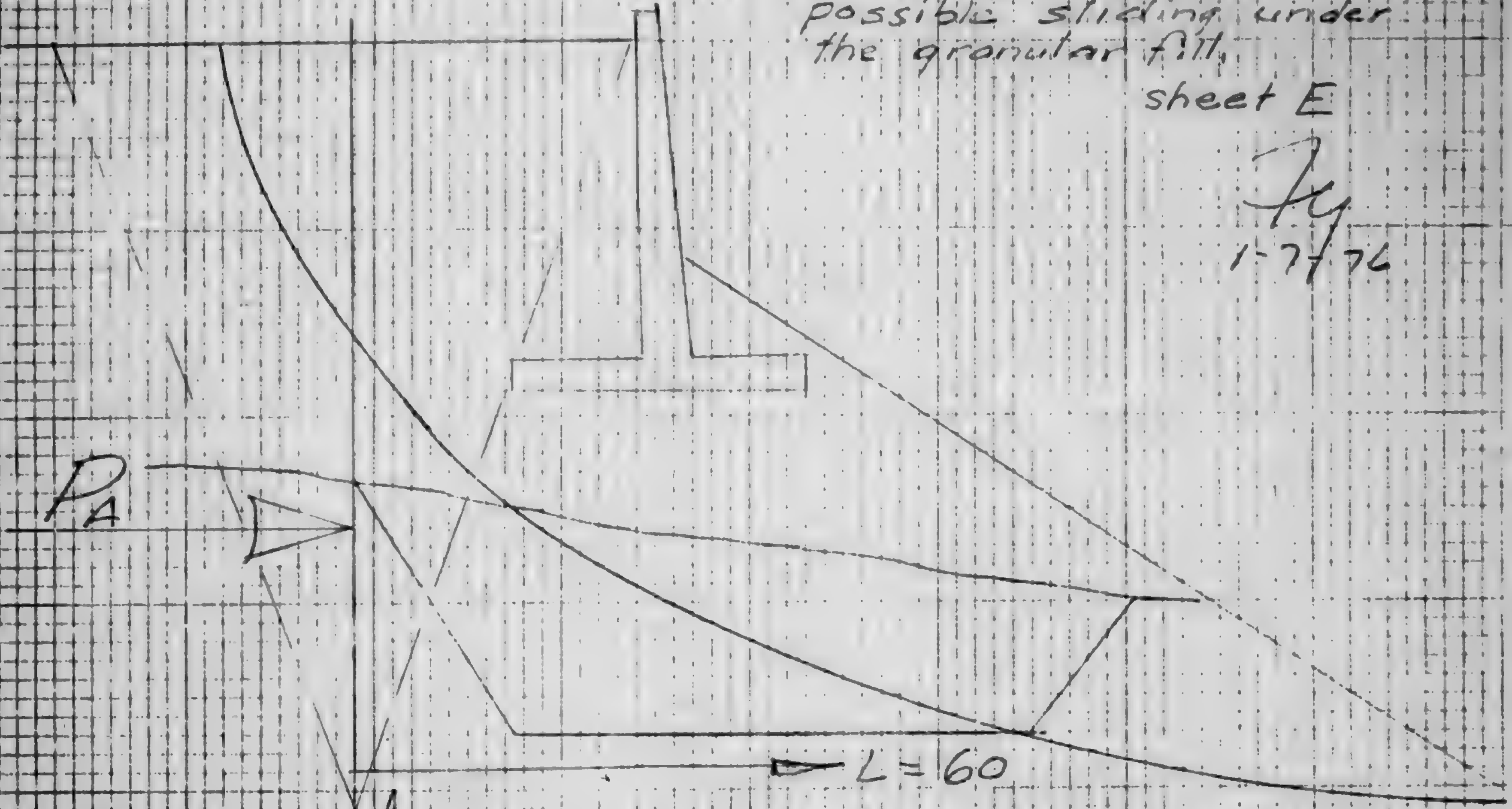
$$= 2$$

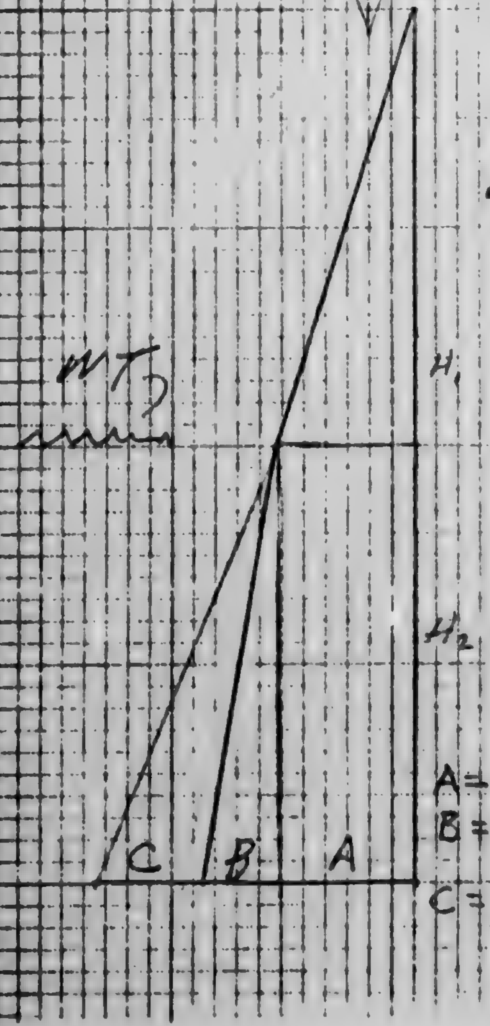
SW CAPITOL - BARBUR BLVD.
PARKING LOT

Stability analysis of
possible sliding under
the granular fill.

sheet E

1-7-76





$A = \gamma_s H_1 \frac{1}{N_\phi}$
$B = \gamma_b H_2 \frac{1}{N_\phi}$
$C = \gamma_w H_2$

$$P_A = \frac{1}{2}\gamma H^2 \frac{1}{N_\phi}, \quad \phi = 30^\circ, \quad N_\phi = 3, \quad c = 0$$

$$= \frac{1}{2}\cdot 120\cdot 20\cdot 20\,\frac{1}{3} + 20\cdot 20\cdot 120\,\frac{1}{3} + \frac{1}{2}\cdot 20\cdot 20\cdot 60\,\frac{1}{3}$$

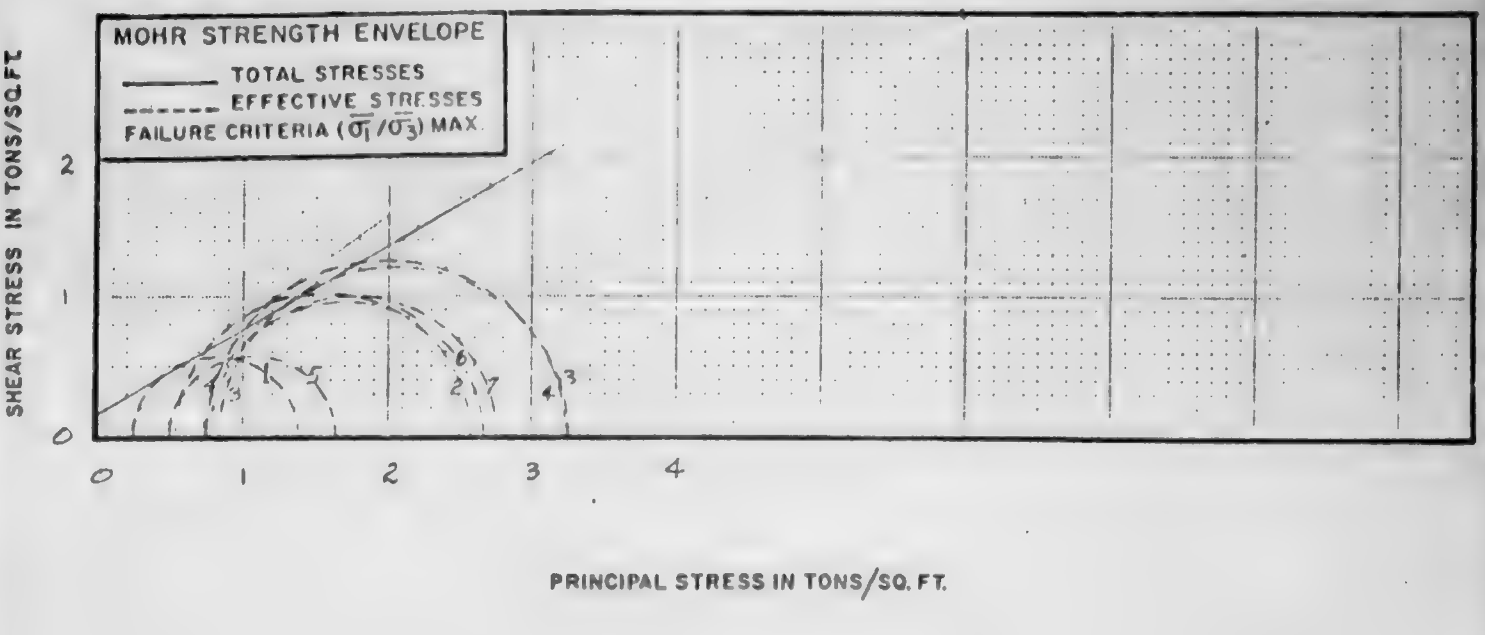
$$+ \frac{1}{2}\,20\cdot 20\,62 = $$

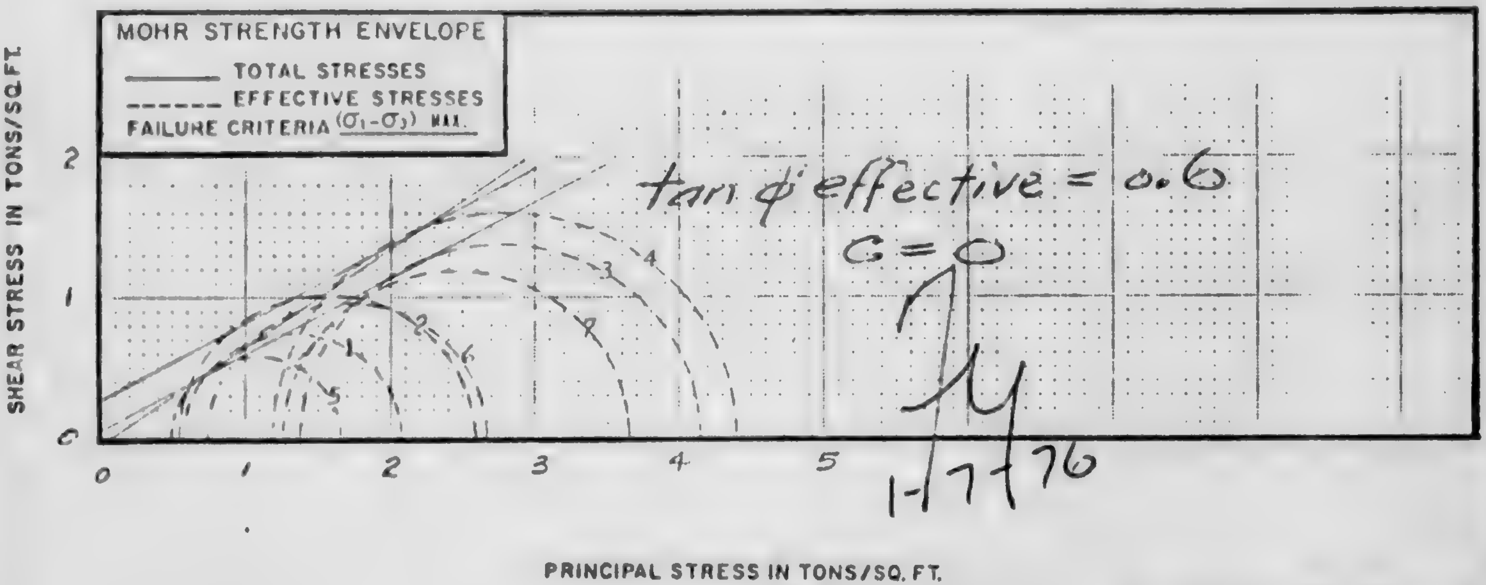
18000
16000
14000
12000

40,000 #

$$SF = \frac{N \tan\phi}{P_A} = \frac{1}{2}\cdot\frac{60\cdot 40\cdot 120\cdot 0.6}{40,000}$$

$$= 2$$





tan φ effective = 0.6
c = 0

1-7-76

SW CAPITOL - BARBUR BLVD
PARKING LOT
Shear strength of foundation soil.

1-8-76

TYPE OF TEST
■ R̄ ■ UNDISTURBED
■ PRESATURATED ■ BACK PRESSURE

NOTE :

1	HOLE 9	7.8' - 9.6'
2	HOLE 10	8.9' - 10.9'
3	HOLE 10	10.9' - 12.9'
4	HOLE 10	13.1' - 15.1'
5	HOLE 11	7.8 - 9.8'
6	HOLE 11	9.8 - 11.8'
7	HOLE 11	12.0 - 14.0'

OREGON STATE HIGHWAY
DIVISION
TRI-MET FACILITIES

TRIAXIAL COMPRESSION TEST

MOHR CIRCLES OF EFFECTIVE STRESS
HOLES 9, 10 & 11

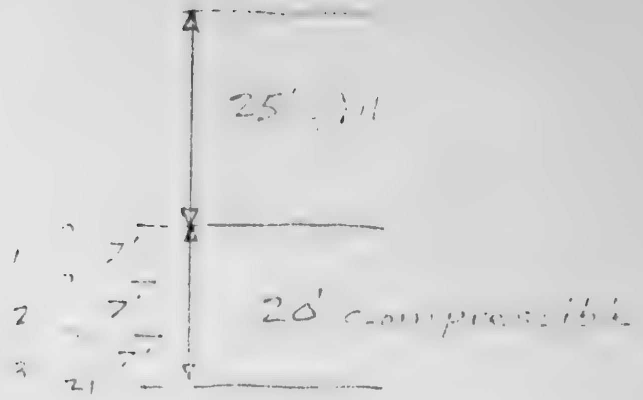
DECEMBER 1975 O-967

SHANNON & WILSON, INC.
SOIL MECHANICS & FOUNDATION ENGINEERS

~~FIG. 9~~
Sheet F

Settlement

Depth	P_0	ave P_0	P_1	P_1 ave
0	0		3000	
		400		3400
7	800		3800	
		1200		4200
14	1600		4600	
		2000		5000
21	2400		5400	



CONSOLIDATION, INCHES per INCH

P_0	P_1	P_0	P_1	P_0	P_1
		2		3	
0.004	0.032	0.014	0.036	0.022	0.042

Settlement = $\underline{\overset{0.032}{-0.004}}$ 0.028 × 7 × 12 = 2.4"

" 7-14 = $\underline{\overset{0.036}{-0.014}}$ 0.022 × 7 × 12 = 1.8

" 14-21 = $\underline{\overset{0.042}{0.022}}$ 0.20 × 7 × 12 = $\underline{1.7}$

6"

400	3400	1200	4200	2000	5000
.920	.844	.878	.838	.864	.830

Settlement 0-7' = 7' $\frac{\overset{.076}{.920-.844}}{1.92}$ = .28 ft.

7-14 = 7' $\frac{\overset{.04}{.878-.838}}{1.88}$ = .15

14-21 = 7' $\frac{\overset{.034}{.864-.830}}{1.86}$ = $\underline{.13}$

.56 ft.

SW CAPITOL - BARBUR BLVD
PARKING LOT

Foundation settlement under 25' of fill.

1-6-76

sheet 2

0-967

SHANNON & WILSON, INC.
Geotechnical Consultants
1632 Southwest Morrison Street·Portland, Oregon 97205·Telephone: (503) 223-6147

December 31, 1975

Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. Henry Schmid Re: Triaxial Tests
Tri-Met Facilities
Capitol Highway at
Barbur Blvd.

Gentlemen:

We have completed the laboratory testing program outlined by us in our proposal letter dated December 11, 1975 and authorized by you on December 17, 1975. The testing was conducted to obtain strength parameters required for design of structures at the Tri-Met facilities, Capitol Highway at Barbur Blvd.

Specimens tested were obtained from seven 2.1 inch O.D. Shelby tube samples which came from a soil deposit in which Standard Penetration blow counts average about 6 blows per foot. The area is to be filled with up to 35 feet of fill and will have low retaining walls.

The testing program included extruding samples from the tube, making visual classifications, taking moisture contents, and testing one specimen from each tube under consolidated-undrained conditions. In addition, specimens were saved in waxed containers for future testing if needed.

Visual laboratory sample descriptions were made in accordance with the procedure outlined in ASTM D-2488, Description of Soils (Visual-Manual Procedure). Terminology used in describing soil types and relative density or consistency is in accordance with common engineering practice. Each Shelby tube was extruded and classified visually.' Specimens for water content determination and triaxial testing were then obtained. Undisturbed remaining portions were wrapped in cellophane, waxed, then placed in cardboard cylinders to be saved for future testing.

A classification sheet for each tube sample is presented in this letter report. Each sheet contains a detailed visual description of soil type and indicates zones of the sample used for testing and for saved (waxed) specimens. Water contents are also provided on this sheet.

Seven (7) consolidated-undrained triaxial compression tests were performed in general accordance with AASHTO T-234. Confining stresses were chosen to develop a Mohr failure envelope consistent with anticipated design pressures. Pore pressure measurements were obtained during the shearing stage in order to provide effective stress strength parameters. The results are presented as curves of axial strain versus deviator stress, principal effective stress ratio and pore water pressure, Figures 1 through 7. Other pertinent information such as unit weight and water content are also presented on these figures. Mohr circles are presented using two failure criteria: maximum deviator stress and maximum principal effective stress ratio. For each failure criteria all seven Mohr circles are presented for total stress in Figure 8, and for effective stress in Figure 9. No differentiation between the seven samples has been made. All samples are similar enough to be considered on the same strength envelope. No final interpretation of the data for strength envelopes has been made.

We trust that this data meets your needs and is in compliance with our proposal. Please contact us should you desire additional explanation of the test results or have any questions relating to this report.

Very truly yours,

SHANNON & WILSON, INC.

Robert J. Strazer

Robert J. Strazer
Principal Engineer

RJS:gc
Encls. - (7) Classification Sheets
(7) Triaxial Tests
(2) Mohr Envelope Sheets

CC: Mr. Fred Yarborough

Form 2-807 (3-71)

Sheet 1 of 3

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Section Hole No. 1
Highway Pac. Hwy W, I-5 County Multnomah Bridge No. ....
Location Sta. 331+85 298' Rt. Prefix 626-1901-910
Ground Elevation 548.9 Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-2-75 Completed 9-4-75 Drillers Haicher, Lavinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET	RECOVERY FT.	SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
548.9		Med Firm			Tan					5	7.4	68			0 5		0'-8.0' SILTY CLAY - plastic, with some lenses of clayey silt
				(W) 26	Brown	Fine	7.4-9.4 N-1	4,4,6,7 10	0.5	2	2	100					8.0'-13.0' SILTY CLAY - CLAYEY SILT - high dry strength
										2.5	3	83			10		
535.9	Highly weathered-altered	Firm	3" - 8" Fracture	30	Gray mottled yellow-or.	Fine	12.4-14.4 N-2	3,5,6,7 11	0.5	1.5	2	75					13.0'-36.0' VESICULAR BASALT almost completely altered to CLAY - secondary mineralization and slickensided on some fracture surfaces.
										2.5	3	83			15		
				45			17.4-19.4 N-3	11,12,16,18 28	0.5	2	2	100					
										2.5	3	83			20		
										4.6	5	92			25		27.5' continued

"N"—Standard Split-Barrel Sampler Tests—No. 3

"M"—Oregon Miniature Pile Tests—No. 0

Hole 1

Logged by C Eshelman Date Oct 28, 1975

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project West Portland Park & Ride Sect. Sheet 2 of 3 Hole No. 1

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Wat return, consistency, dilatency, weal ness, toughness, odor, organic conten plasticity, firmness, dry strength, etc
	Highly Altered		3"-8"		Gray mottled			4.5 / 5	90			27.5 30		
512.9								3.3 / 5	66			35		
507.9	Highly Altered		2"-0		Red - Brown			3.9 / 5	78			40		36.0'-41.0' BASALT- with fracture surface filled with secondary mineralization, has appearance of brecci
	Highly weathered				Tan - Brown			4.6 / 5	92			45		41.0'-50.0' BASALT- has appearance and texture of sandstone
498.9								4.9 / 5	98			50		
491.9	Weathered		2"		Gray			5 / 5	100			55		50.0'-57.0 BASALT- some slickensided joints and secondary mineralization
														57.5 continued

"N"—Standard Split-Barrel Sampler Tests—No. ....

"M"—Oregon Miniature Pile Tests—No. ....

1

Logged by C. Eshelman Date Oct 30, 1975

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project West Portland Park & Ride Sect Sheet 3 of 3 Hole No. 1

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR,	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET / BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH / WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content plasticity, firmness, dry strength, etc.
491.9	Unweathered	Hard	1.5'-2"		dark gray	Fine		5	5	100		60		57.0'-67.5 DENSE BASALT
								5	5	100		65		
481.9														END HOLE 67.5'
												70		

"N"—Standard Split-Barrel Sampler Tests—No. ....

"M"—Oregon Miniature Pile Tests—No. ....

RcLogged by C. Eshelman Date Oct 30, 1975

1

Sheet 1 of ___

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Section Hole No. 2
Highway Pac. Hwy W, I-5 County Multnomah Bridge No. ....
Location Sta. 334+58 305' Rt. Prefix 626-1901-910
Ground Elevation 558.5 Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-5-75 Completed 9-5-75 Drillers Hat[illegible], Lauinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	N... % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET / SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
$558^{\underline{5}}$		Medium - Firm		W	Light Brown	Fine to Coarse		8	$0^{\underline{5}}$ / 8	6			0 5		0'-8' SILT with rocky (1/2" to 2") FILL material
$550^{\underline{5}}$		Firm		43	Light Brown	Fine	8'-10' N-1	3, 4, 4, 4 / $0^{\underline{5}}$	$1^{\underline{8}}$ / 2	90			10		8'-13' CLAYEY-SILT
								6	$1^{\underline{5}}$ / 3	50					
$545^{\underline{5}}$	Highly Altered	Firm		23	Reddish-Brown	Fine	13'-15' N-2	2, 3, 3, 4 / $0^{\underline{5}}$	2 / 2	100			15		13'-23' Mottled CLAY and decomposed ROCK
								34	$2^{\underline{4}}$ / 3	80					
				38			18'-20' N-3	9, 16, 18, 24 / $0^{\underline{5}}$	$1^{\underline{7}}$ / 2	85			20		
									3 / 3	100					
$535^{\underline{5}}$	Weathered	Firm to Dense	1" to 5" Fracture		Light Brown-Green	Fine			$2^{\underline{4}}$ / 5	48			25		23'-52' Weathered BASALT Secondary mineralization along joint fractures. Various slickensides from 23 to 45 feet. 28' Continued

"N"—Standard Split-Barrel Sampler Tests—No. 3

"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 10-30-75

#2

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project West Portland Park & Ride Section Sheet 2 of 2 Hole No. 2

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR,	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET; RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatency, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
	Weathered	Firm to Dense	1" to 5" Fracture		Light Brown-Green	Fine		3 / 5	60			30		
								5 / 5	100			35		23'-52' Weathered BASALT secondary mineralization along joint fractures. Various Slicken-sides from 23 to 45 feet.
								$2^{\underline{8}}$ / 5	56			40		
								4 / 5	80			45		
								3 / 4	75			50		The rock gradually becomes denser at about 50 feet.
506±												55		End Hole 52'.

"N"—Standard Split-Barrel Sampler Tests—No. 0

"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 10-30-75

#2

Sheet ____

OREGON STATE HIGHWAY DIVISION

SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Section Hole No. 3
Highway Pac. Hwy W., I-5 County Multnomah Bridge No. ....
Location Sta. 331+75 100' RT. Prefix 626-1901-910
Ground Elevation 543.8 Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Exploration
Started 9-9-75 Completed 9-9-75 Drillers Hatcher, Lovinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR.	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT. % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET	RECOVERY FT.	SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
543.8		Medium		W		Fine									0		0'-8.0' CLAYEY SILT-SILTY CLAY
				40	Tan		2.6-4.6 N-1	14 3,6,8,10	0.5	1.5	2	75					
										2.5	3	83			5		
535.8				42	Brown		7.7-9.7 N-2	9 3,4,5,6	0.5	2	2	100					8.0'-13.0' SILTY CLA
										1	3	33			10		
530.8	Highly weathered	Hard	1"-6"	58	Gray-mottled		12.7-14.7 N-3	32 8,14,18,25		2	2	100					13.0-27.6' BASALT altered to CLAY - secondary mineralizai and slickensided on some fracture surfac
										2.4	3	80			15		
										5	5	100			20		
										4.9	4.9	100			25		
576.2																	END HOLE 27.6'

"N"—Standard Split-Barrel Sampler Tests—No. 3

"M"—Oregon Miniature Pile Tests—No. 0

Logged by C. Eshelman Date 10-29-75

#3

Form E-869 (5-71)

Sheet 1 of 2

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Section Hole No. 4
Highway Pac. Hwy W, I-5 County Multnomah Bridge No.
Location Sta. 334+00 91' Rt. Prefix 626-1901-910
Ground Elevation 533^{2} Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-10-75 Completed 9-10-75 Drillers Haicher, Lauinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS
533^{2}		Medium-Firm		W	Light Brown	Fine			0 / 2^{5}	0			0		0'-13' CLAYEY-SILT
				29			$2^{6}-4^{6}$ N-1	21 3,8,13,15 / 0^{5}	2 / 2	100					
									0 / 3^{2}	0			5		
				28			$7^{2}-7^{2}$ N-2	9 3,4,5,5 / 0^{5}	2 / 2	100					
									0 / 3	0			10		
520^{2}		Firm		29	Brown	Fine	$12^{2}-14^{2}$ N-3	14 5,6,8,5 / 0^{5}	2 / 2	100					13'-17' SILTY-CLAY
									2^{5} / 3	83			15		
516^{2}	Weathered	Very Firm	1" to 4" Fracture	44	Light Brown to Light Gray-Green	Fine	$17^{2}-19^{2}$ N-4	27 7,12,15,25 / 0^{5}	1^{2} / 2	85					$17'-32^{2}$' Weathered BASALT Various Slickensides between 22 and 29 feet.
									2^{5} / 3	83			20		No secondary mineralization alon joint fractures.
									5 / 5	100			25		
															27^{2} Continued

"N"—Standard Split-Barrel Sampler Tests—No. 4

"M"—Oregon Miniature Pile Tests—No. 0

#4

Logged by Ron Jennison Date 10-30-75.

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project West Portland Park & Ride Section

Sheet 2 of 2 Hole No. 4

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR.	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
501±	Weathered	Very Firm	1" to 4" Fracture		Lt. Brn to Lt Gray-Grn	Fine			5 / 5	100			30		17'-32² ' Weathered BASALT Various slickensides between 22 and 29 feet. ½ secondary mineralization along joint fractures. End Hole 32²
													35		

"N"—Standard Split-Barrel Sampler Tests—No. 0

"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison

Date 10-30-75

#4

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Section Hole No. 5
Highway Pac. Hwy W. I-5 County Multnomah Bridge No. ....
Location Sta. 339+68 115' Rt. Prefix 626-1901-910
Ground Elevation 558.0 Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-11-75 Completed 9-12-75 Drillers Haider, Launer
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR.	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
558.0		Medium-Firm		W	Light Brown	Fine		15	0 / 2^{8}	0			0		0'- 8' CLAYEY-SILT High dry strength
				28			2^{8}-4^{8} N-1	7,7,8, 10 / 0^{5}	2 / 2	100					
								6	2 / 2^{8}	71			5		
550.0	Highly Altered	Firm		30	Mottled Brown	Medium	7^{6}-9^{6} N-2	3,3,3, 5 / 0^{5}	2 / 2	100		9-18-75 ▽			8'- 29' SILTY-CLAY with highly weathered rock fragments
								14	3 / 3	100			10		
				26			12^{6}-14^{6} N-3	4,7,7, 8 / 0^{5}	2 / 2	100					
								10	1^{5} / 3	50			15		
				25			17^{6}-19^{6} N-4	3,4,6, 7 / 0^{5}	2 / 2	100					
								24	0 / 2^{8}	0			20		
				20			22^{4}-24^{4} N-5	5,10,14, 18 / 0^{5}	2 / 2	100					
									3 / 3	100			25		27± Continued
529.0															

"N"—Standard Split-Barrel Sampler Tests—No. 5

"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 10-31-75. #5

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project West Portland Park & Ride Section Sheet 2 of 3 Hole No. 5

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR,	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatency, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
529^8	Highly Altered	Firm		23	Mottled Gray - Brown	Medium	27^4–29^4 N-6	8,10,12, 19 0^5	2 / 2	100					
									3 / 3	100			30		29'–59' Highly decomposed ROCK and CLAY
				30			32^4–34^4 N-7	8,12,17, 24 0^5	2 / 2	100					
									3 / 3	100			35		
				31			37^4–39^2 N-8	8,14,20, 25 0^5 0^3	1^8 / 1^8	100					
									3 / 3	100			40		
				35			42^4–43^8 N-9	12, 15, 25 0^5 0^4	1^4 / 1^4	100					
									3^6 / 3^6	100			45		
				25			47^4–49^3 N-10	8,12,21, 25 0^5 0^4	1^6 / 1^9	84					
									2^2 / 3^1	71			50		
									5 / 5	100			55		
															57^4 Continued

"N"—Standard Split-Barrel Sampler Tests—No. 5

"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 10-31-75

#5

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continue

Project West Portland Park & Ride Section Sheet 3 of 3 Hole No. 5

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR,	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	N-T % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Wa return, consistency, dilatency, we ness, toughness, odor, organic conte plasticity, firmness, dry strength, e
499^{8}				34			57^{4}-58^{8} N-11	11, 18 25 0^{4} 0^{5}		1^{4} / 1^{4}	100					
496^{4}	Weathered	Very Firm	1" to 5" Fracture		Light Gray - Green	Fine				3^{6} / 3^{6}	100			60		59'-62^{4}' Weathered BASALT End Hole 62^{4}'
														65		
														70		

"N"—Standard Split-Barrel Sampler Tests—No. 1

"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 10-31-75

#5

Form E-809 (3-71)

Sheet 1 of 2

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Hole No. 6
Highway Pac. Hwy W. I-5 County Multnomah Bridge No. ....
Location Sta. 337+68 123' Rt Prefix 626-1901-910
Ground Elevation 556^{0} Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-16-75 Completed 9-17-75 Drillers Lotwier, Lauinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs. Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR,	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
556^{0}		Medium Firm			Light Brown	Coarse			0 / 3	0			0		0'-3' Fill material Crushed ROCK (1/2"-3/4") and CLAYEY-SILT
553^{0}		Medium Firm		25	Light Brown	Fine	$3^{0}-5^{0}$ N-1	21 6, 9, 12, 11 / 0^{5}	1^{9} / 2	95			5		3'-13' CLAYEY-SILT High dry strength
									1^{2} / 3	40					
				29			$8^{0}-10^{0}$ N-2	7 4, 3, 4, 5 / 0^{5}	1^{8} / 2	90			10		
									2^{1} / 3	70					
543^{0}	Highly Altered	Firm		26	Mottled Brown	Fine	$13^{0}-15^{0}$ N-3	7 3, 3, 4, 6 / 0^{5}	2 / 2	100			15		13'-16' SILTY-CLAY
540^{0}	Highly Altered	Firm			Brown-Gray	Coarse			3 / 3	100					16'-18' Decomposed ROCK and CLAY
538^{0}	Highly weathered to dense	Firm to Very Firm	1"-6" Fracture	43	Light Brown to Light Gray-Green	Fine	$18^{0}-20^{0}$ N-4	[illegible] 10, 14, 29, 25 / 0^{5} 0^{45}	2 / 2	100			20		18'-48' Weathered BASALT Slickensides between 25' and 4-
									3 / 3	100					Some secondary mineralization in vesicles and along joint fractures
									5 / 5	100			25		Highly weathered at 18' beginning gradually denser towards the bottom.
				48			$28^{0}-30^{0}$ N-5	29 7, 12, 17, 19 / 0^{5}	2 / 2	100			30		

"N"—Standard Split-Barrel Sampler Tests—No. 5

"M"—Oregon Miniature Pile Tests—No. 0

#1 Hole

Logged by Ron Jennison Date 10-31-75

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued

Project West Portland Park & Ride Sheet 2 of 2 Hole No. 6

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	N/T % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Wat return, consistency, dilatancy, wet ness, toughness, odor, organic conten plasticity, firmness, dry strength, et
	Highly weathered to dense	Firm to Very Firm	1"-6" Fracture		Light Brown to Light Gray-Green	Fine			3 / 3	100			30		18'-45' Weathered BASALT
															Slickensides between 28' and 4
									4^{3} / 5	86			35		Some secondary mineralization in vesicles and along joint fractures.
									4 / 5	80			40		Highly weathered at 18' becoming gradually denser towards the bottom.
							43^{0}-43^{2} N-6 *								
									4 / 4^{8}	83			45		
508^{2}															End Hole 48^{2}'
													50		
													55		
													60		

"N"—Standard Split-Barrel Sampler Tests—No. 1

"M"—Oregon Miniature Pile Tests—No. 0

* N-6 Blow count 17/0^{3}'
Recovery 0^{3}/0^{3}, 100%

Logged by Ron Jennison

Date 10-31-75

#6

Sheet 1 of

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Hole No. 7
Highway Pac. Hwy W. I-5 County Multnomah Bridge No.
Location Sta. 335+72 105' Rt. Prefix 626-1901-910
Ground Elevation 547^{2} Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-15-75 Completed 9-19-75 Drillers Hatcher, Layinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs. Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH	VALUES, VANE SHEAR, HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT. % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS (Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.)
547^{2}		Medium Firm			Light Brown	Coarse			0 / 2	0			0		0'-3' Fill material, Crushed ROCK (1/2"-3/4") and CLAYEY-SILT
544^{2}							2^{0}–4^{0} N-1	11 4,5,6,9 / 0^{5}	0 / 2	0					3'-13' CLAYEY-SILT High dry strength
		Medium Firm		ω					0^{7} / 3^{5}	20			5		
				30	Light Brown	Fine	7^{5}–9^{5} N-2	6 3,3,3,4 / 0^{5}	2 / 2	100					
									3 / 3	100			10		
534^{2}	Highly Altered	Firm		21	Mottled Brown	Fine	12^{5}–14^{5} N-3	7 2,3,4,6 / 0^{5}	1^{8} / 2	90					13'-18' SILTY-CLAY with highly decomposed rock fragments
									2^{3} / 3	77			15		
529^{2}	Weathered to dense	Firm to very firm	1" to 7" fracture	29	Light Brown to Light Gray-Green	Fine	17^{5}–19^{5} N-4	15 6,7,8,9 / 0^{5}	1^{8} / 2	90					18'-52^{5}' Weathered BASALT
									2 / 3	67			20		Some mineralization in vesicks an along joint fractures.
									5 / 5	100			25		Slickensides between 23' and 48' Highly weathered at 18' becoming gradually denser towards the bottom and very dense below 48'.
				39			27^{5}–28^{8} N-5	40 17,20,25 / 0^{5} 0^{5} 0^{3}	1^{3} / 1^{3}	100					28^{8} Continued

"N"—Standard Split-Barrel Sampler Tests—No. 5
"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 11-4-75

Hole #7

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project ______ Sheet ___ of ___ Hole No. ______

ELEVATION	WEATHERING OR STRENGTH VALUES, VANE SHEAR,	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	N.T. % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET / BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL
	Weathered to dense	Firm to very firm	1" to 7" fracture	21	Light Brown to Light Gray-Green	Fine			2^{5} / 3^{2}	76		
									4^{4} / 5	88		
									3^{9} / 5	78		
							42^{5}–43^{5} N-6	17, 25 / 0^{5}	1 / 1	100		
									3^{3} / 4	83		
									5 / 5	100		
495^{4}												

DEPTH: 30, 35, 40, 45, 50, 55

GRAPHIC LOG

REMARKS

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

[illegible]

[illegible] minerals [illegible]

and along joint fractures.

Slickensides between 23 and [illegible]

Highly weathered at 18' becoming

gradually denser towards the

bottom and very dense below

48'.

End at 52^{5}

"N"—Standard Split-Barrel Sampler Tests—No. 1

"M"—Oregon Miniature Pile Tests—No. 2

Logged by Ron Johnson Date 11-4-75

#7

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Portland Park & Ride Hole No. 8
Highway Pac. Hwy W. I-5 County Multnomah Bridge No. ....
Location Sta. 331+70 58' Lt. Prefix 626-1901-910
Ground Elevation 521^{0} Angle Vertical Equipment Used LY Rotary Drill
Engineer Limbocker (Design) Purpose of Work Foundation Investigation
Started 9-22-75 Completed 9-22-75 Drillers Hatcher, Lauinger
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs. Fall 30"
Other Testing Equipment: Type Wire Line Size HQ

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR.	HARDNESS OR TORVANE	JOINTING OR PARTICLE SIZE	NAT % MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
521^{0}	Highly Altered	Firm			Mottled Brown	Fine			0 / 2^{4}	0					0'-3^{5}' SILTY-CLAY with decomposed rock fragments.
517^{5}				33			2^{4}–4^{4} N-1	27 8,14,23,24 / 0^{5}	1^{8} / 2	90					
	Highly Altered	Firm			Mottled Brown	Fine			2^{6} / 2^{6}	100			5		3^{5}'-7' Decomposed ROCK looks like Altered Basalt.
514^{0}	Weathered to dense	Firm to very Firm	1" to 7" fracture	43	Light Brown to Light Gray-Green	Fine	7^{0}–7^{0} N-2	31 10,12,19,25 / 0^{5}	1^{9} / 2	95					7'-22' Weathered BASALT
									2^{5} / 3	83			10		Slickensides between 10' and 1 Highly weathered at 7' becoming gradually denser with depth.
				39			12^{0}–14^{0} N-3	38 12,17,21,25 / 0^{5}	2 / 2	100					
									2^{6} / 3	87			15		
499^{0}									4^{5} / 5	90			20		End hole 22'
													25		
													30		

"N"—Standard Split-Barrel Sampler Tests—No. 3
"M"—Oregon Miniature Pile Tests—No. 0

Logged by Ron Jennison Date 11-4-75

Hole #

Hole #8 was drilled along the road shoulder at a location where the bank was cut away for a retaining wall. In the process, access to where the original hole location was planned was eliminated. In order to then drill where we wanted would have required a permit to drill on private property. This would have taken two weeks according to Metro R/W. Due to the urgency of the work we then decided to drill where we did, at an elevation 15' below the original boring elevation. The cut bank exposed clayey silts down to 13' grading into residual weathered soil. Examination of this soil led us to believe that it is of the same nature as that we encountered in the other borings. I believe you could ascribe the same general "N" bearing values to this top zone as we encountered in the other holes at corresponding depths.

9353

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 22, 1975

In reply refer to:

SUBJECT: Oregon Project I-5-6(80)
West Portland Park and Ride
Pedestrian Bridge No. 16217

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated November 19, 1975, submitted preliminary plans for the West Portland Park and Ride station. We have reviewed these plans and have the following comments:

The work shown on Taylor's Ferry Road is not eligible for Interstate funding and should be itemized as Non-participating work in the PS&E.

All ramps and stairways should have handrails - some are shown but it is not clear if all areas are covered.

The letter states that the walls will be architecturally treated, but "how" is not shown.

The letter also states that a concrete alternate was tried for the pedestrian structure. We would like to see this layout and a comparative estimate of costs.

The integrity of any spread footing instalation on fills would be dependant on adequate compaction and this should be spelled out in the specifications. There are no drainage plans for the parking areas.

Sheets	2 & 3	We assume the metal siding will be "weathering steel" and will not require painting, comments similar in structure.
Sheet	4	Can't adjustments be made to have all rectangular windows.
Sheet	7	The roof truss calls for insulation board on top of metal sheathing. Is all this required? Insulation certainly does not appear to be needed on the outside of the building.
Sheet	14	Is the web coped at welds?
Sheet	15	Anchor straps need typical details.
Sheet	16	Should mirrors be stainless?

P&R 8-1
W. Ptld.
X.P.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 16217

November 19, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

West Portland Park and Ride
Multnomah County
Bridge 16217

Enclosed are two sets each of preliminary drawings for the subject facility. These drawings include 33 sheets of preliminary details for the park and ride station building and arcade; one sheet showing the preliminary illumination layout for the park and ride facility and illumination along Barbur Blvd. and a small letter-size sketch showing the proposed illumination along S.W. Taylor's Ferry Road; and six sheets showing the proposed pedestrian structure and retaining walls. Also enclosed are two prints each of drawings 30944 and 30945 which are the foundation data drawings for the facility and two xerox copies of the foundation recommendation report.

Park and Ride Station Building and Arcade

The physical location and layout details for the transit station and arcade have been developed with close coordination between Metro, Tri-Met and the Salem design office. As a result of this close coordination, we have acceptance of all of the preliminary details to date.

From the preliminary details enclosed you should be able to get a pretty good idea of what the finished product will consist of. The fascia material on the arcade and the front of the station building, as well as the sloping roof will be of weathering steel. The steel paneling on the exterior walls of the waiting room will be painted to match the weathering steel. All other steel surfaces will be painted to match. Consideration of architectural harmony is being given to the entire layout.

The interior illumination of the building will be provided primarily by Warm Deluxe Mercury fixtures at light levels appropriate for public usage in this type of facility. The various light levels are shown on the illumination layout sheet.

The estimated cost for the building, arcade and its associated illumination is approximately $280,000 which includes an allowance for engineering and contingencies.

Area Illumination

There are three main areas of illumination on this project, (1) the illumination of the park and ride facility including the pedestrian structure, (2) the required illumination along Barbur Blvd. as a result of this project, and (3) the illumination of Taylor's Ferry Road from the freeway ramp terminal to Barbur Blvd.

The outside area illumination of the park and ride facility is provided for by high pressure sodium luminaires. The average maintained illumination levels vary throughout the layout to correspond to the activity taking place. Please refer to the preliminary layout for mounting height and illumination level information. Consideration of the visual impact of this lighting to the surrounding public was taken into account as well as the light levels needed to provide for safety in the activity areas. High pressure sodium was used because of economic and architectural consideration.

The illumination along Barbur Blvd. will be provided by high pressure sodium illumination at a 40-foot mounting height. The average maintained light level will be approximately one footcandle. The State will install the bases, poles, luminaires and conduit and provide for a stub out to be connected to an energy source by the City. The City will provide the power source, maintain the system and pay the power costs.

The lighting for Taylor's Ferry Road and Capitol Highway is shown on the letter-size sketch along with the preliminary design information. This illumination will be installed by the State and turned over to Multnomah County for maintenance and power costs.

The estimated cost for these three areas of illumination are as follows and include an allowance for engineering and contingencies:

1.	Park and Ride Area Illumination -----	$113,000
2.	Barbur Blvd. ------------------------	30,000
3.	Taylor's Ferry Rd. and Capitol Hwy. -	26,000

Pedestrian Structure

This structure carries pedestrian and bicycle traffic across the Baldock Freeway between the proposed West Portland Park and Ride Station on the north side and the residential area to the south containing Jackson High School and high density dwellings. Providing this pedestrian access was highly recommended by the City and the citizens advisory group.

Alignment and grades were established in meetings with Tri-Met and the City of Portland after studying other locations. Width to provide for both pedestrians and bicycles is 10'-0".

Because of the controling ramp elevations it is necessary to minimize the grade-to-grade vertical distance at the south end of the crossing. A steel trapezoidal through girder provides the required minimum inside depth together with minimum structural depth. A single span is used to eliminate the need for a column located in the median. A concrete channel section was studied but the steel girder was selected as it is shallower, ties in with the weathering steel fascia on the station buildings and is easier to erect over traffic than the heavier concrete section. Various other structure types were considered including a two-span layout, steel deck girder and precast AASHTO bridge beams with a bottom slab between them.

The retaining walls and abutment faces will be architecturally treated. A lot of study has gone into reducing the walls in length and height. A result of this study was the elimination of one wall in order to cut costs and also reduce the impact on the motoring public.

The foundation recommendations are for spread footings at low bearing pressure for retaining walls, spread footing at bent 1, and steel piling at bent 2. As most of the project requires extensive fill and the underlying materials are of questionable stability, further foundation studies are in progress.

The estimated cost, based on approximate quantities and contingencies for the pedestrian structure and its retaining walls, is $348,000.

The preliminary estimated construction cost of this project, including grading, paving, landscaping, buildings, illumination, walls, pedestrian structure, traffic signals and signing, is $2,200,000. With another $800,000 added for right of way, the projected cost is $3,000,000.

This project is scheduled for the March 25, 1976 bid letting and is being forwarded to you at this time for your review, comments and/or approval. We are continuing to develop final plans based on this preliminary presentation so an early approval would be appreciated.

Very truly yours,

Walter J. Hart
Bridge Engineer

DOC:dh
Enclosures

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
Max Klotz /w/ attach.

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO
FOR
Info Inves R/D D/R Sign Att File

5352

City of Portland

Salem, Oregon
November 7, 1975

A D Olson

A. D. Olson
Preliminary Design Engineer

West Portland Park and Ride

R. N. Bothman
Metropolitan Engineer

While investigating potential right of way problems at the intersection of Capitol Highway and Taylor's Ferry Road (for the improvement of Taylor's Ferry Road between Barbur Boulevard and Capitol Highway) the question of funding for this section came up.

I have been advised by FHWA that this would not be funded by FAI funds and that if work needs be done other than at the intersection with Barbur Boulevard that other financing would be appropriate. This is a county road and it may be that the county would be willing to do the indicated street widening. A fast pass was made over the section early this week and while the widening of the street to its intersection with Capitol Highway would improve the situation it did not appear that it would be essential to the success of the project.

Your review and comments would be appreciated.

ADO:we

/ Versteeg ✓
A. Olson
Turpin
Scott
Swanson
R. Olson
Traut

RECEIVED
NOV 10 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

2353.

November 3, 1975

Tri-Met
4314 S.E. 17th
Portland, OR 97202

Attn: **Gerald K. Drummond**
President, Board of Directors

MISC. CONTRACTS and
AGREEMENTS No. 5491

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the design, construction, operation and maintenance of the West Portland Park and Ride Station to be located at the junction of the Baldock Freeway (I-5), Southwest Barbur Boulevard (99W), and Southwest Capitol Highway.

We have retained a fully executed copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc R. L. Schroeder
R. N. Bothman
J. B. Boyd

8353 [illegible] [illegible] Portland

[illegible]

$ 890,000 + 20% E.C.

[illegible]

$ [illegible]

2,532 000

[illegible]

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 21 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up __/__/__
Other ____

W. PORTLAND PARK & RIDE
R. Schack - Metro Sept 22, 75
by JAJ via telephone

EST. OCT 1974.

BUILDING 50 x 250 @ 15	187,500
SITE.	
80,000 to 90,000 C.Y. Emb. in place.	—
PAVEMENT.	—
CONC CURBS	—
Conc. Islands	—
2 Traffic signals @ 34,000 ea.	68,000 }
SIGNING ✓ & Illumination ✓	570,000 — } 502,000
[illegible]	
Drainage	—
Retaining walls 1000 C.Y. @ 175 C.Y. + Stl. & backfill	— 244,000
Landscaping ✓ $14,000	—
Subtotal.	$ 1,210,000
Subtotal + 20% E&C.	$ 1,452,000
Add RW costs	531,000
Subtotal	$ 1,983,000
Add ped bridge 10' x 604' @ $40	268,000
TOTAL	$ 2,251,000

[illegible]

W. Portland Park & Ride

Bldg	$235,000
Ped Str	100,000
Ret Walls	227,000
Illum	188,000
	$750,000

Includes 20% E & C

Figures from Duane Christenson in Bridge
10-20-75

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section W. Portland Park & Ride
Highway Pac. Hwy W County Multnomah Prefix 626-1901-905
Length ________ Miles ________ Designer ________ Date ________

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Gen. Exc.	C.Y.	2400	2400	2^{50}	6,000
Emb in Place	C.Y.	94800	95000	3^{50}	332,500
Aggregate Base	Tons	5728	5730	5^{00}	28,650
Asph. Conc. Pvmt "B" Mix	Tons	6716	6725	13^{00}	87,425
Bit Treated Base	Tons	2691	2700	13^{00}	35,100
P.C. Treated Base	Tons	4026	4000	11^{00}	44,000
C.R.P.C. Conc. Pvmt-(8" thick)	Sq. Yd	1944	1950	15^{00}	29 250
Type "C" Conc. Curbs	L. Ft.	9770	9900	3^{00}	39 400
Conc. Shldr. Barrier	Lin Ft.	500	500	15^{00}	7500
8" Conc. Pipe	L. Ft	80	80	4^{50}	360
12" Conc. Pipe	" "	2200	2200	7^{50}	16,500
15" " "	" "	730	730	10^{00}	7300
21" " "	" "	790	790	14^{00}	11,060
Tr. Exc.	C.Y.	2230	2250	8^{00}	18,000
Inlets	Each	25	25	400	10,000
Manholes Std.	Each	10	10	750	7,500
Drop Manhole	"	1	1	1200	12,000
Adjust Manhole	"	2	2	300	600
Jacking Pipe (21") under Hwy	Lin ft	130	130	200^{00}	26,000
P.C. Conc Walks	Sq. Yd.	3663	3670	8^{30}	30461

TOTAL 739606

DON.

ATTACHED IS A COPY OF MY OCT. 1974 ESTIMATE FOR THE WEST PORTLAND PARK & RIDE PROJECT. ALSO A COPY OF A ROUGH ESTIMATE FOR THE TAYLORS FERRY ROAD REVISION.

WE DID RE-BUGGY THE EARTWORK AS PER THE 1975 PLAN WE SENT DOWN AND GOT THESE FIGURES:

EMB.	94 832	CY
EXC.	24 14	CY
Str. Exc	811	CY

THE OCT '74 EST. DOES NOT INCLUDE THE STORM OUTFALL SEWER LINE BEYOND THE NE CORNER OF THE LOT. WE DID SEND COMPARISON EST. FOR DRAINAGE RELATIVE TO THE 1975 PLAN. YOU SHOULD HAVE THAT DATA DOWN THERE.

HOPE THIS HELPS YOU. Bob Schalk

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

OCT-75

TAYLORS FERRY ROAD
SHOT GUN ESTIMATE

WEST PORTLAND PARK & RIDE

			COST
SURFACING:			
2 in overlay	13750□' x 2 x 0.00631 =	173.52 Ton x $15	$ 2602
2 in Leveling	7000□' " " =	88.34 Ton "	1325
2 in AC Base	6000□' " " =	75.72 Ton "	1136
6 in P.M.B	$\frac{4000 \times .5}{27}$ x 1.96 x 1.05 =	152.43 Ton x $5	762
4 in Agg Base	$\frac{6000 \times .33}{27}$ x 1.96 =	143.73 Ton "	719
Asph in Mix		20 Ton x $100	2000
4 in Berm Pave	1200□' x 4 x 0.00631 =	30 Ton x $15	450
Side walk	500 sq.yd	x $9	4500
curb	800 Lin ft x 0.03086 =	25 cu yd x $80	2000
Handrail	60 Lin ft.	$20	1200
			$ 16,694
	Plus 50% { Engr & Const. / Earthwork & Drainage		8341
			$ 25,035

OREGON STATE HIGHWAY DIVISION
Metropolitan Section

Sheet 1 **of** 2 **Sheets**
Date OCT **19**74
By: RHS

PARK & RIDE STATION

LOT A - LEVEL SERVICE C 308 STALLS

COST - ESTIMATE SUMMARY

Item	Unit	Quantity	Allowance	Net Quantity	Unit Price	Cost
CLEARING - GRUBBING -						
BLDG & Found. Removal -	ALL	—	—	—	—	25,000
PCC & AC Surfacing Removal						
EMBANKMENT IN PLACE	cu. yd.	81,330	8120	89,450	3.50	313,075
PLANT MIX BASE	TON	13,200	1300	14 500	4.00	58,000
TOP COURSE BASE	TON	2660	260	2920	4.25	12,410
ASPH CONC SURFACING	TON	4498	452	4950	10.00	49,500
ASPH IN MIX	TON	247	25	272	100.00	27,200
CONC. CURBS	cu. yd.	294	29	323	80.00	25,840
CONC. WALKS	sq. yd	4097	410	4507	8.50	38,310
CONC IN Ret. WALLS	cu. yd	983	97	1080	175.00	189,000
Steel in Ret. walls	lbs	100,740	10 075	110815	0.50	55410
SP Ret. wall Backfill	cu. yd	85	5	90	12.00	1080
INLETS G-1	ea	16	2	18	300.00	5400
MANHOLES	ea	3	1	4	850.00	3400
12" Sewer Pipe	Lin. ft	1230	120	1350	7.50	10 125
15" Sewer Pipe	Lin. ft	810	80	890	9.50	8455
6" Metal Drain Pipe (wall)	Lin. ft.	1150	110	1260	4.00	5040
Stru. Exc. (wall)	cu. yd.	1042	105	1150	4.00	4600
Trench Exc (sew)	cu. yd	604	66	670	7.50	5025
50'×250' STATION BLDG.	Sq. ft	12,500	—	12 500	15.00	187500
12'×375' COVERED WALKWAY	Sq. ft	4500	450	4950	5.00	24750
6' CL fence	Lin. ft.	1700	170	1870	5.00	9350
SIGNALS	ea.	2	—	2	34000.00	68,000
SIGNING	ALL	—	—	—	—	10,000
ILLUMINATION	ALL	—	—	—	—	60000

OREGON STATE HIGHWAY DIVISION
Metropolitan Section

Sheet 2 **of** 2 **Sheets**
Date OCT **19**74
By: RHS

PARK & RIDE STATION

LOT A - LEVEL SERVICE C 308 STALLS

COST - ESTIMATE SUMMARY

Item	Unit	Quantity	Allowance	Net Quantity	Unit Price	Cost
LANDSCAPE (LOT)	AC	0.87	0.13	1.0	13,000.00	13,000
LANDSCAPE (SLOPES)	AC.	1.76	0.24	2.0	450.00	900
					SUBTOTAL	1,210,370
			PLUS 20% ENG & CONT			242075
					SUBTOTAL	1452445
R/W						531055
					TOTAL	1983,500
10' x 604' PED X-ING (BY OTHERS)	SQ. FT.	6040	660	6700	40.00	268,000
					GRAND TOTAL	2 251,500

6253 15

OREGON STATE HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Phone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

October 9, 1975

ED WAGNER
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

Subject: West Portland Park & Ride Station Maintenance

This is in response to your inquiry about the possibility of Tri-Met contracting the subject station maintenance with the Highway Division.

Our landscape, rest area and roadway maintenance personnel already have more than enough work to keep them busy maintaining the highway facilities. I don't believe our personnel would be able to do justice to maintaining the station.

You might consider hiring a semi-retired or partially handicapped person to serve as a caretaker and maintenance man on a more or less full time basis. He could mow lawn, pull weeds, wash floors, change towels, etc. as necessary. This would probably be cheaper than contracting the work and you would be helping someone who needed the money.

Original signed by
MAX J. KLOTZ

NOTED
E. S. HUNTER

MAX J. KLOTZ
Metro Planning Engineer

pq

cc H. S. Coulter
E. L. Hardt
E. S. Hunter ✓
R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
OCT 13 1975
Office of
Assistant [illegible]

RECEIVED
STATE HWY ENGR
OCT 10 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8353 W. Ptld. Park & Ride Sec. 1976
Pac. Hwy. in Portland ~~C.I.C.~~
(Grad,pav,struc,sign,ill.,sig,etc.) #2

1353

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 24, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project I-5-6(80)-296
West Portland Park & Ride
Relocation Plan

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The additional relocation information submitted with Assistant Right of Way Engineer John R. Oakes' letter of September 15, 1975, is accepted as part of the relocation plan.

G. L. Green

RECEIVED
STATE HWY ENGR

SEP 25 '75

REFERRED TO
Orig Schumacher
FOR
Info | Invest | [illegible] | D/R | [illegible] | [illegible] | File ✓

8333

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
September 18, 1975

FILE: 626-1901

Marion Craft

FROM: MARION CRAFT
Metro Construction Engineer

SUBJECT: West Portland Park & Ride Station
21" Storm Sewer Installation

TO: HAL VERSTEEG
Design Engineer

Attention Bill Cole
Design Team Supervisor

After talking this project over with the resident engineer and the contractor, we do not believe it is practical to install this sewer at this time under the West Marquam - North Tigard contract.

The excavation is from 17 to 22 feet deep; we have to maintain three lanes of traffic during the rush hours; and of course at this depth, shoring would be necessary.

The contractor has stated that jacking or drilling would probably be the only feasible method, and if this is true, it would probably be cheaper and cause no more conflict to have it done under the West Portland Park and Ride contract.

REFERRED TO
Beard
Reed
[✓ Cole]
Sample
Eriksen
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

mb

1 Versteeg ✓
2 A. Olson
3 Torpin

RECEIVED
1975
ROAD
DESIGN
SECTION

1353

13

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8-26-75

LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-5-6(80)296

ST[illegible]E PROJECT NO. West Portland Park and Ride Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-749

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR

AUG 28 '75

REFER TO Orig

FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE August 18, 1975

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Route #1

GENERAL LOCATION: I-5 at junction with Capitol Highway and Pacific Highway West (Portland)

GENERAL DESCRIPTION OF WORK: Minor Program Change and Preliminary Engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total cost of $175,000.00
Federal funds $161,400.00.
☒ OTHER (Specify)
Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum of June 14, 1973 approved this project for inclusion in the Federal-aid program.

As requested by Mr. Rulien's PR-9 dated August 12, 1975 I approve the minor program change adding to the character of the proposed work the PS&E phase of preliminary engineering and increasing the project costs.
Also, as requested in Mr. Rulien's August 1, 1975 letter you are authorized to proceed with the work as shown above.

DATE 8-26-75

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; Approval

U.S. DEPAR
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 6-61)

Revised

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STAT COD
2	(19) (20)	21 I-5 Jct. with Capitol Hwy. (Portland) 65	ADT	55,100	77,500 (66) (70)	93 (71) (72)	10 (74) (75)	Or egon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	28 P.E. & Acquisition of Right of Way 62	(63) (55)	(66) (68)	69	70	71	72 73	74 75	14 I- 23	7 5-6 (80)

For miscellaneous funds only; project number.

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	Interstate	Multnomah

NAME OF URBAN AREA	F.A. SYSTEM	RTE. NO.	FEDERAL AID	STATE
17-31 Portland	Interstate	I	I-5	(32) 1

CARD 5 LINE NO.	CHNG CODE	PROJ. JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHAR PROP
1 (14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
				PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage I	749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "Pacific Hwy. (I-5)-Capital Hwy. Interch."	0.0 0.0	10,000 204,000			Preliminary necessary t tion/desig right of way incl. bldg. (Future fri ility adjac
									PROJECT TOTAL	0.0	214,000			access to I
5				PE ROW CONST		RE-QUESTED REVISION Stage 2	749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "W. Portland Park and Ride"	0.0 0.0	175,000 800,000 (16) (23)	161,400 738,200 (24) (33)	13,600 61,800	P.E. all ph & E. prep. acquisition relocation (Future fri
									PROJECT TOTAL	0.0	975,000	899,600	75,400	ility adjac access to I-

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 13 ——→	CODE 11	CODE 2

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
June 14, 1973

OTHER:
March 25, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 12, 1975	DATE	DATE AUG 26 1975
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE Engineering Coo

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2658; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

Revised

5 typewriter spaces) n Capitol Hwy. (Portland) 65	ADT	55,100	FUTURE 77,500 (68) (70)	YEAR 93 (71) (72)	REGION 10 (74) (75)	STATE NAME Or egon	STATE CODE 41 (2) (3)	APPN. CODE 042 4 6	ITEM NO. 749 (14) (18)

of 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER-AGR. NO. 5-6 (80) 7 13	I PROJECTS ONLY POST MI. MI 296 (24) (26)	DESIG. 27

Interstate	COUNTY NAME Multnomah	CODE 051 14 16

Portland	F.A. SYSTEM Interstate	RTE. NO. I	FEDERAL AID I-5	STATE 1 (32) (36)	U.S. I-5 (37) (41)

	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (55)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS (67) (76)	 STATE FUNDS	CHARACTER OF PROPOSED WORK
ED I	749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "Pacific Hwy. (I-5)-Capital Hwy. Interch."	0.0 0.0	10,000 204,000			Preliminary Engineering necessary to obtain location/design approval & right of way acq. all phases incl. bldg. demolition (Future fringe parking facility adjacent to and with access to I-5.
			PROJECT TOTAL	0.0	214,000			
ED GN 2	749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "W. Portland Park and Ride"	0.0 0.0	175,000 800,000 (16) (23)	161,400 738,200 (24) (33)	13,600 61,800	P.E. all phases incl. P.S. & E. prep. & right of way acquisition all phases incl relocation and bldg. demol. (Future fringe parking facility adjacent to and with access to I-5.
	PROJECT WITHDRAWN YES ☐ CODE 2		PROJECT TOTAL	0.0	975,000	899,600	75,400	

REASON FOR CHANGE:

-OVER-

Prepare a form PR-1 for all

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 12, 1975	DATE	DATE AUG 26 1975
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE Engineering Coordinator

another, or covers joint financing, show both classes of funds involved.

TTER 7-1-61

USCOMM-DC 46903-P61

W. PORTLAND PARK AND RIDE

PROJECT NO. I-5-6(80)296

Reason for Change:

1. To change project status from Stage I to Stage II.

2. To include in the character of proposed work the P.S. & E. phase of preliminary engineering and increase the project cost for preliminary engineering based on latest estimate as follows:

	Total Cost	Federal Funds
Field Work	$125,000	$115,300
P.S. & E. Preparation	50,000	46,100
	$175,000	$161,400

3. To increase the project cost for right-of-way based on later more accurate data as follows:

	Total Cost	Federal Funds
Right-of-Way	$700,000	$645,960
Moving Costs (30 families)	15,000	13,830
Replacement Housing	45,000	41,510
Moving Costs (4 businesses)	25,000	23,070
Incidental Relocation	5,000	4,630
Building Demolition	10,000	9,200
	$800,000	$738,200

1353

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 5-6(80)296

STATE PROJECT NO. West Portland Park and Ride Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-749

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 28 '75
NOTED
E. S. HUNTER
REFER TO
Orig Buz Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE August 18, 1975

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL LOCATION:
I-5 Junction with Capitol Highway and Pacific Highway West (Portland)

GENERAL DESCRIPTION OF WORK:
Right of Way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Relocation Payments

Subject to remarks
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS My program approval memorandum of June 14, 1973 approved this project for inclusion in the Federal-aid program. Your relocation plan dated February 1975 is approved with the requirement that prior to issuance of 90 day displacement notice to tenants an update of available comparable rental replacement housing will be provided for my approval.

You are authorized, as requested in Mr. Rulien's August 12, 1975 letter, to proceed with the actual acquisition of right of way including relocation assistance and building demolition as outlined on right of way map 8B-3-20 at a total estimated cost of $800,000.00 - Federal funds $738,200.00.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE 8-26-75

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9353

OREGON STATE
HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 21, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ED WAGNER
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

Subject: West Portland Park & Ride

Enclosed is an original and six copies of the final agreement between Tri-Met and the state covering the operation of the West Portland Park and Ride Station.

There have been no changes in this document since the last draft was agreed upon.

Please have the orignal and four copies signed in behalf of the Tri-Met Board of Directors and returned to me. I will then have the agreement approved by the Oregon Transportation Commission.

A copy of the agreement that has been signed by both organizations will be sent to Tri-Met.

Since this agreement has already been subjected to considerable scrutiny and revision by everyone involved, there should be little delay in getting this final agreement approved.

MAX KLOTZ
Metro Planning Engineer

pq

cc R. L. Schroeder
L. W. Rulien

NOTED
R. L. SCHROEDER

RECEIVED

AGREEMENT

West Portland Park and Ride Station

THIS AGREEMENT, made and entered into this ________ day of ______________________, 19____, by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter called "State", and the Tri-County Metropolitan Transportation District of Oregon, a public transit agency, hereinafter called "Tri-Met";

WITNESSETH:

RECITALS:

1. The State, in cooperation with Multnomah County, City of Portland, Tri-Met, residents of the southwest corridor of Interstate 5, and pursuant to policies and procedures of the Federal Highway Administration, has developed a proposal for a park and ride station.
2. A park and ride station will facilitate implementation of the Federal Clean Air Act of 1970 by providing an alternative mode of transportation for commuters and others who would otherwise drive automobiles, further the reduction of auto exhaust emissions, provide efficient and safe commuter transportation, induce public acceptance and use of public mass transit by providing convenient access for the public to public transportation to the Central Business District of Portland and other local destinations, and relieve congestion on state and local highways by making mass transit more attractive to potential users.

3. The State and Tri-Met now desire to enter into this agreement in order to implement the proposal, and to the maximum extent possible, attain the stated goals and objectives.

NOW, THEREFORE, the State and Tri-Met hereby enter into an agreement on the following terms and conditions.

1. The State shall purchase the required Right-of-Way, prepare plans and specifications, award contracts, and supervise construction of a Park and Ride Station located at the junction of Interstate 5 (Pacific Highway), Highway 99W (Pacific Highway West), and S.W. Capitol Highway; as determined by the State through its public process.

2. Tri-Met shall operate and maintain the park and ride station upon completion, and pay all costs in connection therewith, except as specified in this agreement.

3. Planning and design of the station will be mutually agreeable to the State and Tri-Met pursuant to the applicable regulations, policies and procedures of the Federal Highway Administration, State, Multnomah County, City of Portland, and available modern mass transit planning principles. As part of the planning process, Tri-Met shall regularly review the design and engineering of the Station and approve the plans and specifications, prior to award of construction contract.

4. The State shall prepare plans and specifications for the Station, including grading, paving, drainage, fencing, traffic signalization, landscaping, lighting, signing, station buildings and such other improvements as may be necessary or desirable, and which are authorized under the rules and regulations of the Federal Highway Administration.

5. Upon completion and approval of the plans and specifications the State shall let and award all contracts and supervise construction of the improvements in accordance with such plans and specifications and shall pay all costs in connection therewith.

6. The State shall maintain the connections and that portion of the Station facilities lying within the right-of-way of Highway 99W of the I-5 Freeway.

7. The State shall require contractors constructing the Park and Ride Station to repair or replace defects which occur due to faulty materials or workmanship for a period of one year after completion of construction.

8. Tri-Met shall, upon completion of construction, accept possession maintenance and control of the property at its own expense, including assuming utility costs and all other maintenance costs of the Station, except as specified in Sections 6 and 7 and shall, if it ceases to operate the Station, vacate it and leave the Station in good and reasonable condition, except as may be expected from normal use, wear and damage by earthquake, fire, public calamity, acts of God, or other circumstances over which Tri-Met has no control.

9. Tri-Met in the use, operation, and maintenance of the Station shall conform to the rules and regulations of the Federal Highway Administration.

10. Tri-Met shall not collect any fees and other revenues from operation of the Station in excess of the amount required to operate and maintain the Station.

11. Tri-Met shall provide parking for patrons of the Park and Ride Station only and will not lease or assign parking for any private purpose.

12. Tri-Met shall provide a reasonable level of transit service to the Station.

13. The State reserves a right to enter and occupy the station at reasonable times for purpose of inspection to determine compliance with this agreement and to perform maintenance of the State's adjacent facilities, except that the State shall not so enter and occupy the Station as to materially hinder or prevent normal operation of the Station. The State also reserves the right to enter and take possession of the property in case of national or other emergencies for the purpose of preventing sabotage or otherwise protecting the adjacent highway facilities. During such an emergency, the State shall relieve Tri-Met from any obligations to comply with the provisions of this agreement.

14. No access shall be allowed from the Station other than provided on the plans approved by the State without written approval of the State.

15. Tri-Met, for itself, its representatives, successors, and assigns, as part of the consideration of this agreement, does hereby covenant and agree, as a covenant running with the property, that 1) No person, on the ground of race, color, sex, religion or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the facilities on the property; 2) That in connection with the construction of any improvements on the property and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of second-tier subcontractors; 3) That such discrimination shall not be

practiced against the public in it's access to and use of the facilities and services provided for public accommodations, constructed or operated on the space of the right-of-way; and 4) That Tri-Met will use the property in compliance with all other requirements imposed pursuant to Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8, and as said regulations may be amended. In the event of breach of any of the above non-discrimination covenants, State shall have the right to terminate this agreement and to re-enter and repossess the property and the facilities thereon, and hold the same as if this agreement had never been made.

16. The provisions of this agreement and all rights and obligations of this agreement shall extend to and bind the approved successor or assignee of Tri-Met and assignee or legal successor of State.

IN WITNESS WHEREOF, the parties hereto have affixed their hand and seal on the date hereinafter written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ____________________ by ____________________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

STATE OF OREGON, By and through
its Department of Transportation
Highway Division

Approved:

Assistant State Highway
Engineer

Administrator and State Highway
Engineer

Approved as to Form

Tri-County Metropolitan
Transportation District
of Oregon

Assistant Attorney General
and Counsel

Gerard K. Drummond
President Board of Directors

Assistant Attorney General

1353

15

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
G. A. Potter
R. N. Bothman, Metro
D. E. Swan

August 20, 1975

Mr. Loren Kramer, Director
Department of Environmental Quality
1234 S.W. Morrison Street
Portland, OR 97205

Dear Mr. Kramer:

In keeping with our inter-agency agreement, you will find enclosed a "Notice of Construction and Application for Approval" for construction of the West Portland Park and Ride Station, and associated Barbur Boulevard Bus Lanes.

A copy of the Draft Environmental Impact Statement, a copy of the Final Environmental Impact Statement, and a copy of the Air Quality Technical Supplement are enclosed for your reference.

The concept of the project is in conformance with the approved Portland Transportation Control Plan and the Oregon Clean Air Implementation Plan, and we would appreciate expeditious processing of the permit so that we may proceed with the scheduling and contracting of this project.

Very truly yours,

L. W. Rulien
Project Management Engineer

LWR:ljt

Encl.

18353

AUG 20 1975

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STATE HWY ENG.
AUG 20 '75
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8-20-75

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August 15, 1975

Council on Environmental Quality
722 Jackson Place Northwest
Washington, D.C. 2006

Ladies and Gentlemen:

The Homestead Neighborhood Association, whose boundaries include the westside of Southwest Barbur Boulevard in Portland, Oregon, are very much opposed to the modification of this arterial for an express bus lane at this time.

A review of the West Portland Park and Ride Final Environmental Impact Statement, discussions with Oregon State Highway personnel and TRI-MET officials have been conducted by the Homestead Neighborhood Assn. Our major objections to the establishment of the express bus lane which we understand will be constructed starting sometime this late fall, are as follows:

1. The exclusive bus lane which begins at the entrance of Southwest Slavan Road to Barbur Boulevard, only covers approximately 37 percent of the distance from the proposed West Portland Park and Ride station (at the intersection of Interstate 5, Capital Highway and Barbur Boulevard) to Southwest Sheridan Street (the edge of downtown Portland) and this at best will provide during normal traffic flow conditions only somewhere between one to one and a half minutes of shortened travel time for buses.

F. B. KLABOE
NOTED

2. Revised signalization at Hamilton Street and Barbur Boulevard will greatly alter existing traffic flow which we feel will undoubtedly impede the present ease of vehicular flow at this intersection which is one of the three main entry and exit to University of Oregon Health Science Center and the U. S. Veterans Hospital complex that has approximately 5700 staff, employees and students.

3. Pedestrian crossings in the vicinity of the Neighborhood House (between Southwest Woods and Hooker Streets) will be extremely dangerous during express bus lane operation, particularly to children who attend special courses and participate in educational and social programs at that Establishment.

4. Congestion and vehicular departure problems could be compounded when the new YMCA facility is constructed at Southwest Barbur and Meade Street (scheduled for construction this fall).

5. The establishment of this exclusive bus lane restricts commercial activity and virtually negates further commercial development along Barbur Boulevard since "No Parking" restrictions will exist during bus lane operating hours.

6. This exclusive bus lane by virtue of its removal of another private vehicular lane will simply force more traffic to flow over Southwest Terwilliger Boulevard, which is a major scenic and recreational area in Portland. Terwilliger Boulevard also is a severely limited type of roadway with little possibility existing for widening without major construction costs and resulting destruction of its scenic attributes.

7. The eventual economics resulting from the selection and use of Barbur Boulevard for an express bus lane route appear absolutely wrong based upon information furnished to date. We have been informed that as ridership increases on express buses, justification will exist for extension of the exclusive lane along the remaining 63% of Barbur Boulevard to the Park and Ride station and that a cost reconnaissance study made indicates a $58,000,000 expenditure (furnished by Vern Butzer Public Information Officer Oregon State Highway Department June 26, 1975). This expenditure may be compared to a $22,000,000 cost estimate made in 1974 for modification of that portion of Interstate 5 freeway which virtually parallels Barbur Boulevard from the Park and Ride station to downtown Portland (furnished by Edward F. Wagner, Director of Department of Planning and Development TRI-MET on August 12, 1975).

Also of major concern to our Neighborhood Association beyond the specifics listed is the plain fact that at no point in time during the planning of this exclusive bus lane did the governmental agencies involved communicate with us. In reality, under the guise of the merits of Park and Ride a panacea for urban transit, we now find ourselves faced with a bulldozer approach towards establishing an express bus lane so in essence the State of Oregon, the City of Portland and TRI-MET can say we have one.

For the above reasons, we respectfully request that activity be halted on the express bus lane until a thorough review be made and the above specific items, plus the impact on our neighborhood, be addressed to in the Environmental Impact Statement.

This, however, does not mean we wish to halt the West Portland Park and Ride station construction, but rather we do not agree that enthusiasm for the concept of Park and Ride to further mass transit should be followed so blindly. We simply are convinced the approach advocated in the form of this partial express bus lane does not indicate a well planned, sound economic or desirable solution to the need.

The contents of this letter were read at the regular meeting of the Homestead Neighborhood Association on August 12, 1975. A resolution adopting our position and directing me to submit this formal protest was passed unanimously by members of the Association.

Dick Chamberlin

Dick Chamberlin - Chairperson Planning Committee
Homestead Neighborhood Assn.
4100 S.W. 6th Ave. Dr.
Portland, Oregon 97201
Telephone Numbers 222-6171 (Res.) 242-6668 (Bus.)

cc: Larry Rulien
Project Management Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Vern Butzer
Metro Project Information Officer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Edward F. Wagner
Director, Department of Planning and Development
TRI-MET
Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204

Budget Bureau No. 41-R2068; Appro

U.S. DEP

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19) (20) — PROJECT LOCATION (45 typewriter spaces) 21: I-5 Jct. with Capitol Hwy. (Portland) 65

ADT: 55,100 — FUTURE (66): 77,500 (70) — YEAR (71): 93 (72) — REGION (74): 10 (75) — STATE NAME: Or egon

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28: P.E. & Acquisition of Right of Way 62

NATL. FOREST (63) (65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) — SUPV AGCY 69 — DA CLASSIF. 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14: I- 22 — NUMBER-AGR. NO. 7: 5-6 (80)

CARD 4 — CLASS OF FEDERAL FUNDS [1]: Interstate — COUNTY NAME: Multnomah

NAME OF URBAN AREA 17-31: Portland — F.A. SYSTEM: Interstate — RTE. NO.: I — FEDERAL AID: I-5 — STATE (32): 1

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS
1	(1a)	16	41	42	43 - 46	52					(54) (58)	(59) (66)	(67) (78)	
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage I	749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "Pacific Hwy. (I-5)-Capital Hwy. Interch."	0.0 0.0	10,000 204,000		
										PROJECT TOTAL	0.0	214,000		
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "W. Portland Park and Ride"	0.0 0.0	175,000 800,000 (16) (23)	161,400 738,200 (24) (33)	13,600 61,800
										PROJECT TOTAL	0.0	975,000	899,600	75,400

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CARD 1 / 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 ⟶ CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: June 14, 1973

OTHER: March 26, 1975

PROGRAM REVISION REQUESTED
DATE: August 12, 1975
SIGNATURE
Project Management Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

APPROV
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

8-12-75

8353

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
tol Hwy. (Portland)		55,100	77,500	93	10	Or egon	41	042	749

NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
							I-	5-6 (80)	296	

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

Interstate

COUNTY NAME: Multnomah — CODE 051

land

F.A. SYSTEM: Interstate

RTE NO.: I — FEDERAL AID: I-5 — STATE: 1 — U.S.: I-5

TEM MBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "Pacific Hwy. (I-5)-Capital Hwy. Interch."	0.0 0.0	10,000 204,000			Preliminary Engineering necessary to obtain location/design approval & right of way acq. all phases incl. bldg. demolition (Future fringe parking facility adjacent to and with access to I-5.
		PROJECT TOTAL	0.0	214,000			
749	I-5-6(80) 296	I-5 at Junction with Capitol Hwy. and Pacific Hwy. West (Portland) "W. Portland Park and Ride"	0.0 0.0	175,000 800,000	161,400 738,200	13,600 61,800	P.E. all phases incl. P.S. & E. prep. & right of way acquisition all phases incl relocation and bldg. demol. (Future fringe parking facility adjacent to and with access to I-5.
		PROJECT TOTAL	0.0	975,000	899,600	75,400	

-OVER-

OJECT WITHDRAWN
YES ☐
CODE 2

re a form PR-1 for all

REASON FOR CHANGE:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ATE August 12, 1975	DATE	DATE
GNATURE	SIGNATURE	SIGNATURE
roject Management Engineer	TITLE	TITLE

, or covers joint financing, show both classes of funds involved.

-1-61

USCOMM-DC 48903-P61

W. PORTLAND PARK AND RIDE

PROJECT NO. I-5-6(80)296

Reason for Change:

1. To change project status from Stage I to Stage II.

2. To include in the character of proposed work the P.S. & E. phase of preliminary engineering and increase the project cost for preliminary engineering based on latest estimate as follows:

	Total Cost	Federal Funds
Field Work	$125,000	$115,300
P.S. & E. Preparation	50,000	46,100
	$175,000	$161,400

3. To increase the project cost for right-of-way based on later more accurate data as follows:

	Total Cost	Federal Funds
Right-of-Way	$700,000	$645,960
Moving Costs (3 families)	2,000	1,840
Replacement Housing	20,000	18,450
Moving Costs (2 businesses)	63,000	58,120
Incidental Relocation	5,000	4,630
Building Demolition	10,000	9,200
	$800,000	$738,200

8353

13

PRO ~~6-2~~

August 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-5-6(80)296
Pacific Hwy. (I-5)-Capitol Hwy.
Intchge.
(W. Portland Park and Ride)

We hereby request your authorization to proceed with the actual acquisition of right-of-way, including relocation assistance, and building demolition as programed on the subject project. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 8B-3-20.

Within a reasonable period of time and prior to displacement a comparable replacement dwelling will be available for each displaced person on this project. This assurance is based on an analysis of the relocation problems and the relocation plan of February, 1975 submitted under our previous letter of March 24, 1975. Relocation assistance will be provided from the Metropolitan Right of Way Office at 5821 N.E. Glisan Street.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in FHPM Volume 7, Chap. 5, Sec. 1.

Building demolition as required will be accomplished in accordance with our approved demolition plan.

Authorization to proceed as requested will result in the obligation of funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$700,000	$645,960
Moving Costs (3 families)	2,000	1,840
Replacement Housing	20,000	18,450
Moving Costs (2 businesses)	63,000	58,120
Incidental Relocation	5,000	4,630
Building Demolition	10,000	9,200
Total	$800,000	$738,200

CL:bb
Enc.

cc: J. R. Oakes
D. E. Swan
M. Mitchell

I-5-6(80) 296
W. Portland Park & Ride

Pla 8-1
Sp.

Revised Copy

Authorization to proceed as requested will result in the obligation of funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$700,000	$645,960
Moving Costs (30 families)	15,000	13,830
Replacement Housing	45,000	41,510
Moving Costs (4 businesses)	25,000	23,070
Incidental Relocation	5,000	4,630
Building Demolition	10,000	9,200
Total	$800,000	$738,200

CL:dc
Enclosure

cc: J. R. Oakes
D.E. Swan
M. Mitchell

City of Portland

626-1901
330

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 16217

August 11, 1975

METROPOLITAN ENGINEER
AUG 12 1975
☐ PE ☐ DE ☐ UE
☐ EP ☐ TE ☐ UE [✓ ☐ FILE] ☐ T/A

Versteeg
A. Olson ✓
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R. Olson
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AUG 15 1975
ROAD DESIGN SECTION
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Mr. L. Rudolph Barton
Urban Design Section
Bureau of Planning
424 S. W. Main Street
Portland, OR 97204

Dear Mr. Barton:

West Portland Park & Ride Station
Review Session

Attached are three preliminary prints of the preliminary planting plan.

The use of trees within the lot is questionable at this time. They are shown on the plot plan for purposes of discussion.

Very truly yours,

ORIGINAL SIGNED
DUANE C CHRISTENSEN

Walter J. Hart
Bridge Engineer

DOC:dh
Attachment

cc Max Klotz

REFERRED TO
Beard — Reed
[✓ Cole] WEC — Sample
Erikson — Watson
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Discussed w/ Walt —
~~[illegible]~~ We were specifically
advised to send data
direct to Barton so he
could get it out for review
prior to meeting.
A. Olson

cc Hart
Versteeg

Walt:
Request you work
through Meto!
Billman

8353

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

July 21, 1975

Mr. R. L. Schroeder
Assistant State Highway
Engineer
Oregon State Highway
Division
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Thank you for the copies of the Final Environmental Statement for the West Portland Park and Ride. We appreciate receiving this material; however, all such documents should, in the future, be directed to the Office of Environmental Project Review in Washington, D. C. That office is the "clearinghouse" for all Department of the Interior environmental impact statement activities.

Please note the attached memo from the Federal Highway Administration regarding this subject and the procedures to follow.

Sincerely yours,

Charles S. Polityka
for Roy H. Sampsel
Special Assistant to the
Secretary

Attachment

Copies To – Potter
Rulien } TAA
7-22-75

NOTED
R. L. SCHROEDER

RECEIVED
JUL 22 1975
Office of
Assistant State [illegible]

Portland

Form FHWA 121 (Rev. 5-[illegible])

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: MAR 5 1975

In reply refer to: HEV-11

MAY 1975
PACIFIC NORTHWEST
FIELD COMMITTEE

SUBJECT: Final Environmental Impact Statements
Copies to DOI

FROM: Director of Environmental Policy
Washington, D.C.

TO: Regional Federal Highway Administrators, Regions 1-10

The Department of the Interior has requested that it be furnished with the following number of copies of final EIS's for highway projects:

Seven (7) copies for projects in the eastern United States including Minnesota, Iowa, Missouri, Arkansas, Louisiana, Hawaii, Puerto Rico and the Territories;

Eight (8) copies for projects in North and South Dakota, Nebraska, Kansas, Oklahoma, and Texas;

Nine (9) copies for projects in Alaska, Arizona, California, Colorado, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, and Wyoming.

Please pass this request on to Division Engineers and highway agencies and urge that they comply. The copies should be sent to:

Mr. Bruce Blanchard
Director, Office of Environmental
  Project Review
U.S. Department of the Interior
18th and C Streets, NW.
Washington, D.C. 20240

If you or any of your States anticipate problems in meeting this request, the Regional Office should report these problems directly to Mr. Blanchard and endeavor to reach an agreement with his office on other arrangements for those individual cases. We would appreciate your sending us copies of any letters to Mr. Blanchard on this subject, and we are available to assist you in negotiations on this matter if you or your staff desire such assistance.

REX I. WELLS

for Michael Lash

cc
Bruce Blanchard, DOI

MAR 1 0

Form FHWA 121 (Rev. 5-73)
8353

UNITED STATES GOVERNMENT

Memorandum

DEPARTM T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-6(-)296
West Portland Park and Ride
Final Environmental Impact Statement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The Final EIS was approved and adopted by our Regional Administrator on July 14, 1975 and forwarded the approved copy to CEQ on the same date.

Please make copies of this final statement available as required by FHPM 7-7-2 and forward this office such notice of availability so that date of project advancement can be established.

The original signed copy of the title sheet has been forwarded direct to your Environmental Section for immediate processing.

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

7-18-75
ORIGINAL TO
L.W. Rulien
TAA

8353 7-14-75 13.

FHWA-OR-EIS-74-05-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

Final

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

WEST PORTLAND PARK-AND-RIDE
PACIFIC HIGHWAY-INTERSTATE 5
MULTNOMAH COUNTY AND CITY OF PORTLAND

West Portland Park-and-Ride, one segment of the proposed Portland Metropolitan Area public mass transit system, provides for construction of a station that will accommodate approximately 300 parked vehicles in 1976 near the Capitol Highway Interchange. This station shall serve as a transfer point for bus patrons arriving by automobile, on local buses, by bicycle, and on foot. Buses will travel on Barbur Boulevard between the station and the CBD. The route is six miles in length and includes an exclusive lane for 2.3 miles.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

5/23/75
Date

R. L. Schroeder
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

7/14/75
Date

Richard C. [illegible]
for: Regional Administrator

8335 75

Salem, Oregon

June 26, 1975

Jack Sollis
Assistant Attorney General

R. L. Schroeder
Assistant State Highway Engineer

Tri-Met Agreement - Operation of West Portland Park and Ride Station

875 S

Attached is a revised copy of the proposed subject agreement. The revisions which have been made to the original agreement you signed, are indicated in Max Klotz' letter.

Included is a copy of a letter from FHWA requesting certain additions. If in your opinion the addition of Item 12 will satisfy the FHWA, we can proceed in firming up the final document.

If you have any questions, please let me know.

Attachments
RLS:ab
cc F. B. Klaboe
A. E. Johnson
R. N. Bothman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

June 24, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: R. L. SCHROEDER
Assistant Highway Engineer

SUBJECT: Tri-Met Agreement
Operation of West Portland
Park & Ride Station

Attached is a copy of the subject agreement that has been revised to reduce the warranty period on the station and names the contractors responsible rather that the state (see item no. 7).

Item no. 12 has been added. This is the best I could do. Tri-Met refuses to be pinned down to any level of service. I don't know if trying to get a better statement is important enough to delay the agreement any longer.

Tri-Met could give no reasons why they should own the station and have backed down on this point.

If this revised agreement is satisfactory, please forward it to Legal for reapproval and retyping.

NOTED
R. L. SCHROEDER

mb

cc: F. B. Klaboe

RECEIVED
JUN 25 1975
Office of
Assistant State [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

June 24, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Tri-Met Agreement
Operation of West Portland
Park & Ride Station

TO: R. L. SCHROEDER
Assistant Highway Engineer

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Item no. 12 has been added. This is the best I could do. Tri-Met refuses to be pinned down to any level of service. I don't know if trying to get a better statement is important enough to delay the agreement any longer.

Tri-Met could give no reasons why they should own the station and have backed down on this point.

If this revised agreement is satisfactory, please forward it to Legal for reapproval and retyping.

NOTED
R. L. SCHROEDER

mb

cc: F. B. Klaboe

RECEIVED
JUN 25 1975
Office of
Assistant State Highway Engineer

AGREEMENT

West Portland Park and Ride Station

THIS AGREEMENT, made and entered into this ______ day of ____________, 19__, by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter called "State", and the Tri-County Metropolitan Transportation District of Oregon, a public transit agency, hereinafter called "Tri-Met";

WITNESSETH:

RECITALS:

1. The State, in cooperation with Multnomah County, City of Portland, Tri-Met, residents of the southwest corridor of Interstate 5, and pursuant to policies and procedures of the Federal Highway Administration, has developed a proposal for a park and ride station.
2. A park and ride station will facilitate implementation of the Federal Clean Air Act of 1970 by providing an alternative mode of transportation for commuters and others who would otherwise drive automobiles, further the reduction of auto exhaust emissions, provide efficient and safe commuter transportation, induce public acceptance and use of public mass transit by providing convenient access for the public to public transportation to the Central Business District of Portland and other local destinations, and relieve congestion on state and local

plans and specifications, prior to award of construction contract.

4. The State shall prepare plans and specifications for the Station, including grading, paving, drainage, fencing, traffic signalization, landscaping, lighting, signing, station buildings and such other improvements as may be necessary or desirable, and which are authorized under the rules and regulations of the Federal Highway Administration.

5. Upon completion and approval of the plans and specifications the State shall let and award all contracts and supervise construction of the improvements in accordance with such plans and specifications and shall pay all costs in connection therewith.

6. The State shall maintain the connections and that portion of the Station facilities lying within the right-of-way of Highway 99W or the I-5 Freeway.

7. The State shall require contractors constructing the Park and Ride Station to repair or replace defects which occur due to faulty materials or workmanship for a period of one year after completion of construction.

8. Tri-Met shall, upon completion of construction, accept possession maintenance and control of the property at its own expense, including assuming utility costs and all other maintenance costs of the Station, except as specified in Sections 6 & 7 and shall, if it ceases to operate the Station,

X

vacate it and leave the Station in good and reasonable condition, except as may be expected from normal use, wear and damage by earthquake, fire, public calamity, acts of God, or other circumstances over which Tri-Met has no control.

9. Tri-Met in the use, operation, and maintenance of the Station shall conform to the rules and regulations of the Federal Highway Administration.

10. Tri-Met shall not collect any fees and other revenues from operation of the Station in excess of the amount required to operate and maintain the Station.

11. Tri-Met shall provide parking for patrons of the Park and Ride Station only and will not lease or assign parking for any private purpose.

12. Tri-Met shall provide a reasonable level of transit service to the Station.

13, ~~12~~. The State reserves a right to enter and occupy the station at reasonable times for purpose of inspection to determine compliance with this agreement and to perform maintenance of the State's adjacent facilities, except that the State shall not so enter and occupy the Station as to materially hinder or prevent normal operation of the Station. The State also reserves the right to enter and take possession of the property in case of national or other emergencies for the purpose of preventing sabotage or otherwise protecting the adjacent highway facilities. During such an emergency, the State shall relieve Tri-Met from any obligations to comply with the provisions of this agreement.

14 ~~13~~. No access shall be allowed from the Station other than provided on the plans approved by the State without written approval of the State.

~~14~~. Tri-Met, for itself, its representatives, successors, and assigns, as part of the consideration for this agreement, does hereby covenant and agree, as a covenant running with the property, that 1) No person, on the ground of race, color, sex, religion or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the facilities on the property; 2) That in connection with the construction of any improvements on the property and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of second-tier subcontractors; 3) That such discrimination shall not be practiced against the public in it's access to and use of the facilities and services provided for public accommodations, constructed or operated on the space of the right-of-way; and 4) That Tri-Met will use the property in compliance with all other requirements imposed pursuant to Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8, and as said regulations may be amended. In the event of breach of any of the above non-discrimination covenants, State shall have the right to terminate this agreement and to re-enter and repossess the property and the facilities thereon, and hold the same as if this agreement had never been made.

16 ~~15~~. The provisions of this agreement and all rights and obligations of this agreement shall extend to and bind the approved successor or assignee of Tri-Met and assignee or legal successor of State.

IN WITNESS WHEREOF, the parties hereto have affixed their hand and seal on the date hereinafter written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ________________ by ______________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its
Department of Transportation
Highway Division

Approved

____
Assistant State Highway
Engineer

____
Administrator and State Highway
Engineer

Approved as to Form

Tri-County Metropolitan
Transportation District
of Oregon

____
Assistant Attorney General
and Counsel

____
Gerard K. Drummond
President Board of Directors

____
Assistant Attorney General

FORM 2-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 20, 1975

TO R. N. Bothman
Metro Engineer

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Tri-Met Agreement - Operation of West Portland Park and Ride Station

This is to confirm our previous discussion concerning the subject agreement.

As indicated then, will you please reduce the warranty period on the Park and Ride Station to one year. Would you also have included the information indicated on the attached letter from FHWA Division Engineer, Glen L. Green; obtain this necessary data from Tri-Met.

I have included a copy of the agreement as written and approved by our Legal staff. Make the necessary additions and revisions to this copy and transmit it back for re-approval by Legal.

As mentioned by phone, please obtain the reasons Tri-Met would prefer to own the station rather than lease it from the Highway Division. If such a transfer of ownership can be justified by Tri-Met, it may be acceptable to the Highway Division.

If you have need for any further information, please let me know.

RLS:ab
Attachments
cc F. B. Klaboe
A. E. Johnson

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon I-5-6(80)296
West Portland Park & Ride

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of May 8, 1975, Mr. Schroeder forwarded a copy of the proposed agreement between OSHD and Tri-Met for review and comment. The agreement covers construction and operation of the Park & Ride (fringe parking) facility.

PPM 21-20, paragraph 10, as contained in Volume 6, Chapter 8, Section 2, Subsection 3 of the Federal Highway Program Manual makes reference to the requirements of the FHWA/OSHD project agreement. You may wish to include a paragraph in your agreement with Tri-Met to insure that there is adequate existing or planned public transportation service available for persons using the facility. Some reference to type and level of service may be appropriate. We find no conflict with our regulations covering fringe parking facilities.

G. L. Green

NOTED
E. E. JOHNSON

RECEIVED
MAY 19 1975
Office of
State Highway [illegible]

NOTED
[illegible]

RECEIVED
STATE HWY ENGR

MAY 16 '75

REFER TO
Schroeder

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
May 12, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: West Portland Park & Ride
Tri-Met Agreement

TO: MEMO TO THE FILE

This morning I talked by telephone to Frank Osterander of Tri-Met about the State - Tri-Met agreement covering the operation of the West Portland Park and Ride Station.

I told Osterander that the State could not give Tri-Met a two year material and workmanship guarantee on the Park and Ride building, but would request a one year guarantee from the contractor. This is somewhat in keeping with the new law requiring house builders to guarantee their work, etc.

Osterander said that would be acceptable to Tri-Met but asked, since the agreement is being retyped, if title could be given to Tri-Met.

I then called Bob Schroeder and advised him of my conversation with Osterander. Bob said that he wasn't sure what the ramifications would be to giving title to Tri-Met.

I will contact Schroeder in a couple of days to see if a decision on the title of the station has definitely been reached.

mb

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
MAY 14 1975
Office of
Assistant State Highway Engineer

AGREEMENT

West Portland Park and Ride Station

THIS AGREEMENT, made and entered into this ______ day of _____________, 19__, by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter called "State", and the Tri-County Metropolitan Transportation District of Oregon, a public transit agency, hereinafter called "Tri-Met";

WITNESSETH:

RECITALS:

1. The State, in cooperation with Multnomah County, City of Portland, Tri-Met, residents of the southwest corridor of Interstate 5, and pursuant to policies and procedures of the Federal Highway Administration, has developed a proposal for a park and ride station.

2. A park and ride station will facilitate implementation of the Federal Clean Air Act of 1970 by providing an alternative mode of transportation for commuters and others who would otherwise drive automobiles, further the reduction of auto exhaust emissions, provide efficient and safe commuter transportation, induce public acceptance and use of public mass transit by providing convenient access for the public to public transportation to the Central Business District of Portland and other local destinations, and relieve congestion on state and local

highways by making mass transit more attractive to potential users.

3. The State and Tri-Met now desire to enter into this agreement in order to implement the proposal, and to the maximum extent possible, attain the stated goals and objectives.

NOW, THEREFORE, the State and Tri-Met hereby enter into an agreement on the following terms and conditions.

1. The State shall purchase the required Right-of-Way, prepare plans and specifications, award contracts, and supervise construction of a Park and Ride Station located at the junction of Interstate 5 (Pacific Highway), Highway 99W (Pacific Highway West), and S.W. Capitol Hwy.; as determined by the State through its public process.
2. Tri-Met shall operate and maintain the park and ride station upon completion, and pay all costs in connection therewith, except as specified in this agreement.
3. Planning and design of the station will be mutually agreeable to the State and Tri-Met pursuant to the applicable regulations, policies and procedures of the Federal Highway Administration, State, Multnomah County, City of Portland, and available modern mass transit planning principles. As part of the planning process, Tri-Met shall regularly review the design and engineering of the Station and approve the

plans and specifications, prior to award of construction contract.

4. The State shall prepare plans and specifications for the Station, including grading, paving, drainage, fencing, traffic signalization, landscaping, lighting, signing, station buildings and such other improvements as may be necessary or desirable, and which are authorized under the rules and regulations of the Federal Highway Administration.

5. Upon completion and approval of the plans and specifications the State shall let and award all contracts and supervise construction of the improvements in accordance with such plans and specifications and shall pay all costs in connection therewith.

6. The State shall maintain the connections and that portion of the Station facilities lying within the right-of-way of Highway 99W or the I-5 Freeway.

7. The State shall repair or replace defects which occur due to faulty design, materials or workmanship for a period of two years after completion of construction.

8. Tri-Met shall, upon completion of construction, accept possession maintenance and control of the property at its own expense, including assuming utility costs and all other maintenance costs of the Station, except as specified in Sections 6 & 7 and shall, if it ceases to operate the Station,

vacate it and leave the Station in good and reasonable condition, except as may be expected from normal use, wear and damage by earthquake, fire, public calamity, acts of God, or other circumstances over which Tri-Met has no control.

9. Tri-Met in the use, operation, and maintenance of the Station shall conform to the rules and regulations of the Federal Highway Administration.

10. Tri-Met shall not collect any fees and other revenues from operation of the Station in excess of the amount required to operate and maintain the Station.

11. Tri-Met shall provide parking for patrons of the Park and Ride Station only and will not lease or assign parking for any private purpose.

12. The State reserves a right to enter and occupy the station at reasonable times for purpose of inspection to determine compliance with this agreement and to perform maintenance of the State's adjacent facilities, except that the State shall not so enter and occupy the Station as to materially hinder or prevent normal operation of the Station. The State also reserves the right to enter and take possession of the property in case of national or other emergencies for the purpose of preventing sabotage or otherwise protecting the adjacent highway facilities. During such an emergency, the State shall relieve Tri-Met from

any obligations to comply with the provisions of this agreement.

13. No access shall be allowed from the Station other than provided on the plans approved by the State without written approval of the State.

14. Tri-Met, for itself, its representatives, successors, and assigns, as part of the consideration for this agreement, does hereby covenant and agree, as a covenant running with the property, that 1) No person, on the ground of race, color, sex, religion or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the facilities on the property; 2) That in connection with the construction of any improvements on the property and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of second-tier subcontractors; 3) That such discrimination shall not be practiced against the public in it's access to and use of the facilities and services provided for public accommodations, constructed or operated on the space of the right-of-way; and 4) That Tri-Met will use the property in compliance with all other requirements imposed pursuant to Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8, and as

said regulations may be amended. In the event of breach of any of the above non-discrimination covenants, State shall have the right to terminate this agreement and to re-enter and repossess the property and the facilities thereon, and hold the same as if this agreement had never been made.

15. The provisions of this agreement and all rights and obligations of this agreement shall extend to and bind the approved successor or assignee of Tri-Met and assignee or legal successor of State.

IN WITNESS WHEREOF, the parties hereto have affixed their hand and seal on the date hereinafter written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ________________ by ______________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

Approved	State of Oregon by and through its Department of Transportation Highway Division
______________________ Assistant State Highway Engineer	______________________ Administrator and State Highway Engineer
Approved as to Form	Tri-County Metropolitan Transportation District of Oregon
______________________ Assistant Attorney General and Counsel	______________________ Gerard K. Drummond President Board of Directors
______________________ Assistant Attorney General	

Date [illegible]

ASSIGNED TO WALT BARRIE By RLS No. [illegible]

Letter From Max Klotz

Dated April 25

Has Been Acknowledged By

RE: [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS: May I have your comments & recommendations, please?

PLEASE RETURN TO
R. L. SCHROEDER

RECEIVED
30 1975
LEGAL

Report Received 4/30/75 Completed 5-8-75

To Commission Agreement

REFERRED
TO Jack Reeves
FOR
WALT BARRIE

File Closed

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 25, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: TRI-MET AGREEMENT
West Portland Park & Ride

TO: R. L. SCHROEDER
Assistant State Highway Engineer
of Planning

Enclosed is an original and two copies of an agreement between the State of Oregon and Tri-Met.

There is a little history to this agreement. Last year representatives from this office met with Tri-Met and started working on an agreement to cover the operation and maintenance of the West Portland Park and Ride Station. A tentative agreement was arrived at and submitted to you for administration approval and forwarding on for final review and drafting of the actual agreement. At that time transferring ownership of the station to Tri-Met with a one year guarantee was being considered.

The draft was returned to us with the recommendation that the State retain title to the Station. There were several other recommendations too, but they were fairly minor.

I re-wrote the agreement with the State of Oregon retaining title and submitted a rough draft to Tri-Met for comment on January 21st. February 12th, Vern Butzer received a call from Ostrander saying this was not acceptable, that Tri-Met wanted title.

After discussing it with Bob Bothman, I re-wrote the agreement, again, this time giving Tri-Met title but eliminating the one year guarantee clause and submitted this draft to Tri-Met on February 27th. We received no comment from Tri-Met for some time, even though we asked repeatedly for information as to the status of the agreement.

On April 9th, Bill Hall of Tri-Met called and talked to Vern Butzer. Bill said the Tri-Met board signed the agreement, that the State retains the title, and that they sent us a letter confirming this. We can find no evidence of any such letter nor can Tri-Met produce a copy of it.

Since the agreement that we had sent over was merely a rough draft, I was a little confused about how the board had approved it.

NOTED
R. L. SCHROEDER

RECEIVED
APR 29 1975
Office of
Assistant State Highway Engineer

I asked Bill Hall to send me the copies of the agreement that the board had approved. Upon examining them I find that Tri-Met re-typed the draft that we had sent over and added some revisions.

> On the first page under the recitals, they refer to corridor of Interstate 4, instead of Interstate 5. This is no doubt merely an error.
>
> Second page they revised the sentence "The State does hereby desire to enter into an agreement with Tri-Met" to read, "The State and Tri-Met hereby enter into an agreement." I don't see any particular problem with that.
>
> Item 4 of the same page they've added "traffic signalization" to the list of things the State is to prepare the plans and specs for. There's no problem there. We had left it out because a signalization is not actually a part of the station.
>
> Page 3, item 7, they changed the one year guarantee to 2 years.
>
> On item 8, instead of accepting jurisdiction, they now show accepting "possession". Maybe I am just suspicious, but to me this infers that they gain title.

I didn't find any other changes in the agreement. I think that the administration and legal staff should look this over to see if it is acceptable or not. I told Tri-Met I didn't know if we could buy it, I am also enclosing a copy of the agreement draft that Tri-Met re-wrote.

pq

cc E. S. Hunter

8353

IW

Salem, Oregon
June 20, 1975

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

Status Report
West Portland Park & Ride
and Barbur Exclusive Bus Lane
Pacific Highway West
Multnomah County

The Environmental Section informs us that the EIS on the subject section will be sent to Washington, D. C., in about ten days. Allowing for their thirty day holding period we can expect to be in a position to buy right of way in about forty days (August 1). The Right of Way Section tells us that the park and ride and exclusive bus lane can be considered separately time wise because there will be no relocation necessary on the bus lane portion. Their time table would allow three months for purchase on the bus lane and six months for the park and ride at the earliest. This means that the bus lane right of way would be clear by November 1 and the park and ride by February 1. Allowing three to four weeks for federal clearance we could let a contract for the bus lane by December 1 and the park and ride by March 1.

DNS:jh

FORM 81-734-3030

ORE ON STATE HIGHWAY DIVIS ON
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
June 17, 1975

FILE: 626-1901
code 180

FROM: VERN BUTZER Vern Butzer
Metro Information Officer

SUBJECT: WEST PORTLAND PARK AND RIDE

TO: MEMO TO THE FILE

Max Klotz and the writer attended a meeting of the Homestead Neighborhood Association at St. Elizabeth Church, 4112 Southwest 6th Avenue Drive, from 7:30 to 8:30 p.m. this date at the request of the chairman of the group, Mr. Dick Chamberlain (222-6171). Mr. Chamberlain had received the newsletter sent out in April and called the Oregon State Highway Division to determine if their neighborhood would be affected by the bus exclusive lane. Much of the traffic from the Veterans Hospital and the County Hospital travels on Terwilliger Boulevard and Hamilton Street to Barbur. The neighborhood group area includes these streets.

Some of the group expect to see an increase of traffic on Terwilliger after the bus only lane is put into operation on Barbur. The reason for this assumption escapes the writer, however, their complaint is that present traffic volumes on Terwilliger already impede their access and egress to Homestead Drive. They are also concerned with the Barbur northbound turn westbound to Hamilton and the left turn restrictions on Barbur during peak traffic hours. Many questions and complaints of the group are presently not, nor will be, answerable by OSHD since they are city street problems. They do want to effect some changes in the plans, or at least express an opinion on what they think should be done regarding the Barbur Bus Lane and future transit service. They were advised that their input would be considered, but that time was growing short as far as the bus lane was concerned since fall construction was anticipated.

Ed Wagner of Tri-Met was present at the meeting and advised them that bus routing, schedules, etc., were not yet completely formulated for the bus routing, schedules, etc., were not yet completely formulated for the park and ride station and that their desires would be considered concerning local service and possible express bus service stops at Hamilton Street.

pq

cc Gary Sund
Gary Potter
J. H. Versteeg

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 19 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other

City of Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1901-330

June 6, 1975

Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: West Portland Park & Ride

TO: MEMO TO THE FILE

I met with Ed Wagner, Tri-Met planner, who has been assigned the lead role for the subject station and Barbur bus lanes, replacing Edgar Waehrer who carried the projects from their beginning in January 1975 as a Tri-Met employee and since that date on a consulting basis, but whose retention with Tri-Met is being terminated.

Ed Wagner was briefed on the status of the two projects and provided with a flow chart leading to construction of the busway in September 1975, and the park and ride station in February 1976.

He was advised of current activities including:

1. Completion of the agreement for operation of the facility July 1, 1975
2. Approval of the final FEIS,due from the printer this week, by FHWA July 1, 1975
3. Follow through with the design of the West Portland Park and Ride Station building. Edgar Waehrer will brief him as well as provide him with a summation in order to carry out the conceptual thoughts on the building design.
4. Wagner raised an issue to which we should respond--close coordination of both our staffs in finalizing plans for the busway and station in order to meet Tri=Met requirements.

REFERRED TO
Board Reed
W.E. Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ebg

cc: E. S. Hunter
J. H. Versteeg

1 [illegible] ✓
2 [illegible] [illegible]
3 [illegible] T
Scott
4 Swanson [illegible]
R. Olson
Trout

RECEIVED
JUN [illegible] 1975

Billings says "Tomorrow" on 6/18/75 ← 6/19/75
a.d.

Billings says "Today" on 6/20/75
a.d.

Rec'd 6/20/75

8353

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 626-1901-330

June 6, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: West Portland Park & Ride

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I met with Christiansen, FHWA; Versteeg and Olson, Design Section; Limbocker and Schalk, Metro; Wagner and Waehrer, Tri-Met, to review the effort on the subject station and Barbur bus lanes.

The major portion of the preliminary engineering has been transmitted to Versteeg on both of these projects. There is general agreement on the concepts.

The precedence chart was discussed, leading to contract of the bus lanes in September 1975, and the station in February 1976.

The plans for both projects were reviewed with those present. Areas of additional work required include:

1. Federal approval - Christiansen generally saw no problem
2. Design of the signal at Hamilton and Barbur, in the time frame of the busway project which affects Design, Traffic, and Bridge sections
3. The left-turn prohibition and parking prohibitions required on the bus lane - City coordination to be pursued by Dennis Peterson, Metro
4. Illumination - preliminary engineering submitted to Walt Hart, however, a narrative needs to be presented in order that the last eighteen months work on the station in the planning stage is presented to the designers of the illumination
5. Landscaping - narrative report required
6. Drainage - narrative report required
7. Interior design of the parking lot - i.e., whether the dividers would be raised. The present concept includes raised dividers as submitted by Metro. This should also be covered in the narrative report as to why the raised islands are requested; drainage, the slope of the parking lot in reference to parked cars, area for installation of lighting, and to prevent through traffic

RECEIVED
JUN 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8. Taylors Ferry-Barbur connection - particularly the Taylors Ferry improvement - Bob Schalk needs to finalize this

9. Pedestrian overcrossing - Versteeg raised the issue of enclosing the overcrossing. The Bridge Section had raised the issue of the radaii on the ends of the overcrossing in order to provide for bicycles. This needs to be covered in the narrative

10. Pedestrian movement - should be covered in the narrative - earlier thinking to provide some special treatment as to washed concrete for the sidewalks across the driveways and parking areas in order that they be distinguished from the AC pavement of the parking lot

11. Bus driveway - Versteeg suggested this be concrete

12. Walkway east of the freeway - we need to better define the walkway east of the freeway connecting to Huber Street and connecting to the north street, including fencing and landscaping treatment

13. Fencing of the freeway lot - this needs to be covered insofar as any special treatment and whether fencing is required

14. Narrative report - Ken Limbocker and Bob Schalk, working with Vern Butzer, should proceed to assemble for Metro review, a substantially complete report with the background leading to the proposed design, and the thinking within the Metro Section, together with Tri-Met, City, and County representatives towards the final design, including the above items

In summary of the comments, it seems very obvious that there is a definite need for Ken Limbocker to prepare a comprehensive report to complete the preliminary engineering work by Metro in order that the concepts and thinking behind the designs from Metro are explained, justified, and discussed sufficiently to carry those ideas into the final design work in the Design Section.

Further, it appears that general approval of those present existed on the project, with some requirement yet needed to establish the time line and tentative construction date.

ebg

cc: E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. J. Hart
L. E. George

SUMMARY OF THE FINAL
ENVIRONMENTAL IMPACT STATEMENT

1. Federal Highway Administration Administrative Action-Environmental Statement.

   ( ) Draft
   (XX) Final
   ( ) Section 4(f) Statement attached

2. The individuals listed below may be contacted for additional information concerning the proposed action and the contents of this document.

   Mr. Glen L. Green
   Division Engineer
   Federal Highway Administration
   Post Office Box 300
   Salem, Oregon 97308
   Telephone: 378-3835

   Mr. Robert N. Bothman
   Metropolitan Engineer, Oregon State Highway Division
   5821 N.E. Glisan St.
   Portland, Oregon 97213
   Telephone: 238-8226

   Mr. Gary A. Potter
   Manager, Environmental Section
   Oregon State Highway Division
   412 Highway Building
   Salem, Oregon 97310
   Telephone: 378-8486

   Mr. Larry Rulien
   Project Management Engineer
   Oregon State Highway Division
   207 Highway Building
   Salem, Oregon 97310
   Telephone: 378-6563

3. The proposal includes construction of a station site located at the intersection of Interstate 5, Capitol Highway, and Barbur Boulevard in southwest Portland and modification of Barbur Boulevard for an express bus route operating between West Portland and the Portland central business district.

4. Environmental impacts of the proposed project include:

   a. Providing a viable, desirable and efficient public transit alternative to use of the private automobile.

b. Reducing commuter traffic to and in the Portland CBD.

c. Providing a focus for extensive feeder bus systems throughout the West Portland area.

d. Assist Portland in meeting the requirements of the Clean Air Act.

e. Displacement and relocation of businesses and households.

f. Increased congestion during peak hours in the Capitol Highway Interchange and along Barbur Boulevard.

g. Temporary disruption of traffic flows and increased noise levels during construction.

5. a. The following agencies and private interest groups are being provided with copies of this Final Environmental Impact Statement:

Federal

U.S. Department of Transportation
U.S. Environmental Protection Agency
U.S. Department of Housing & Urban Development
U.S. Department of the Interior, Environmental Project Review
U.S. Department of Agriculture, Soil Conservation Service

State

Oregon Federal Aid Coordination Unit
Department of Transportation
Public Utilities Commission
Economic Development Division
Department of Environmental Quality
Health Division
Housing Division
Local Government Relations Division
State Soil and Water Conservation Commission
Traffic Safety Commission
Governor's Committee for a Livable Oregon
Oregon Roadside Council
Oregon State Library
Office of Energy Resources and Planning
Portland Community College
Portland State University

City of Portland

Public Works Department
Planning Commission
City Council
Mayor's Office
City Transportation Director
City Engineer
City Traffic Engineer
Fire Marshall
Development Commission
School District IJ
Intermediate Education District

Multnomah County

Public Works Department
Planning Commission
Education Department
County Libraries
Board of Commissioners
Multnomah County Drainage District
Rockwood School District #27
David Douglas District #40

Clackamas County

Public Works Department
Planning Department
Intermediate Education District
Environmental Council
County Libraries

Washington County

County Board of Commissioners
Public Works Department
Planning Commission
Intermediate Education District

Other Agencies

Tri-Met
Columbia Region Association of Governments
Pacific Northwest River Basins Commission
Port of Portland
City of Tigard
City of Lake Oswego

Interested Private Groups

Jackson Community Association
Corbett-Terwilliger Neighborhood Association

Oregon Environmental Council
Oregon Trucking Association
Oregon Council of Architects
Lewis & Clark College
Sensible Transportation Options for People
Portland League of Women Voters
End Needless Urban Freeways

b. Agencies, organizations and individuals responding to the draft environmental statement (released July 7, 1974).

Soil Conservation Service
Department of Public Works, Clackamas County
Environmental Protection Agency
Columbia Region Association of Governments
William K. Wilson
Multnomah County
United States Department of Interior
City of Portland
Office of the Governor
Department of Environmental Quality

6. The draft environmental statement was made available to the Council on Environmental Quality and the public on July 19, 1974.

Date final statement was released ____________________________.

West Portland Park-and-Ride

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FOREWORD

This Final Environmental Impact Statement (FEIS) has been prepared to comply with Section 102(2)(c) of the National Environmental Policy Act (NEPA), and Federal-Aid Highway Program Manual Vol. 7, Ch. 7, Sec. 2. NEPA requires that anticipated impacts of a federally-funded project that is considered a major action be explored and reviewed by the public before the responsible agency decides to proceed with the project. This statement includes discussions of these topics: the physical characteristics of the proposed project; its history; project alternatives considered; and the anticipated impacts of the selected alternative on the physical, social, and economic environments of the site, the neighborhood, the route and the service area. In addition, comments raised by other public agencies and private citizens in response to the Draft EIS and at the hearing are addressed in this document.

The Draft Environmental Impact Statement (DEIS) was released on July 19, 1974. This document supplied background data, and coupled with testimony presented at the corridor-design public hearing, served as a basis for route and station selections. As a result of this input, a reduced station site A and modified route Alternative 3 were selected. In addition, a pedestrian-bicycle overcrossing of I-5 was included in the project.

After the FEIS is released, interested parties can express concerns directly to the Council on Environmental Quality. It is hoped and anticipated, however, that concerns should be minimal, reflecting that planning of the West Portland Park-and-Ride project has been characterized by continued interaction between the Oregon State Highway Division, other public agencies, and the Jackson Community Association representing the neighborhood to be directly impacted by this project.

PURPOSE OF WEST PORTLAND PARK-AND-RIDE

INTRODUCTION

The West Portland Park-and-Ride project is one link in the proposed Portland metropolitan area mass transit plan. The Columbia Region Association of Governments (CRAG), which is responsible for regional transportation planning in the Portland vicinity, commissioned a private consulting firm, DeLeuw, Cather and Company, to develop a regional mass transportation plan which would reduce rush-hour congestion and could be fully implemented prior to 1990. In addition, this project would help Portland comply with the Clean Air Act. DeLeuw, Cather recommended implementation of a park-and-ride system that uses buses and transitways. This system is designed primarily to meet commuter transit needs between the Portland central business district (CBD) and suburban residential areas.

Multnomah County has amended their comprehensive plan to include the park-and-ride concept. This amendment contains the most recent statement of park-and-ride system goals:

> To create a balanced local transportation system which satisfies the needs of all citizens.
>
> To discourage the inefficient use of our urban lands and promote strong land-use patterns based upon community needs and desires.
>
> To offer a logical progression toward a more efficient and satisfying modal transportation system for the future.
>
> To offer increased mobility and enjoyment of community resources for the non-driving portion of the population.

> To further heighten the environmental quality of the Metropolitan Area by reducing pollution, congestion, and indiscrimate consumption of irretrievable natural resources.

Seven main transportation corridors can be identified in the Portland metropolitan area. The map on the following page illustrates these corridors as wheel spokes radiating from the CBD. The proposed park-and-ride system would provide peak-hour express bus service in these seven corridors between suburban areas and the CBD. Intercorridor areas would be served by local buses and transfer points. The West Portland Park-and-Ride station would be the first station to be built in Portland, with an anticipated opening in 1976.

The proposed project calls for development of a permanent station and lot at the transportation node identified as the intersection of S.W. Capitol Highway, Barbur Boulevard, and Interstate 5. The station will be used by pedestrians, bicyclists, "kiss-and-ride" patrons, and drivers of private vehicles. The main auxiliary transit system will be an extensive network of local feeder buses. An express route to the CBD, in terms of time and convenience, is a desirable alternative to the automobile.

Planning input for this project has been generated by the Technical Advisory Committee, also referred to as the Public Agency Coordinating Committee or the Technical Advisory Committee on Suburban Transit Stations, and the Jackson Community Association, representing the neighborhood in which the lot is located. The Technical Advisory Committee is an ad hoc group that includes representatives of all public agencies actively involved in planning and implementing the park-and-ride system.[1] In addition, operational characteristics of other

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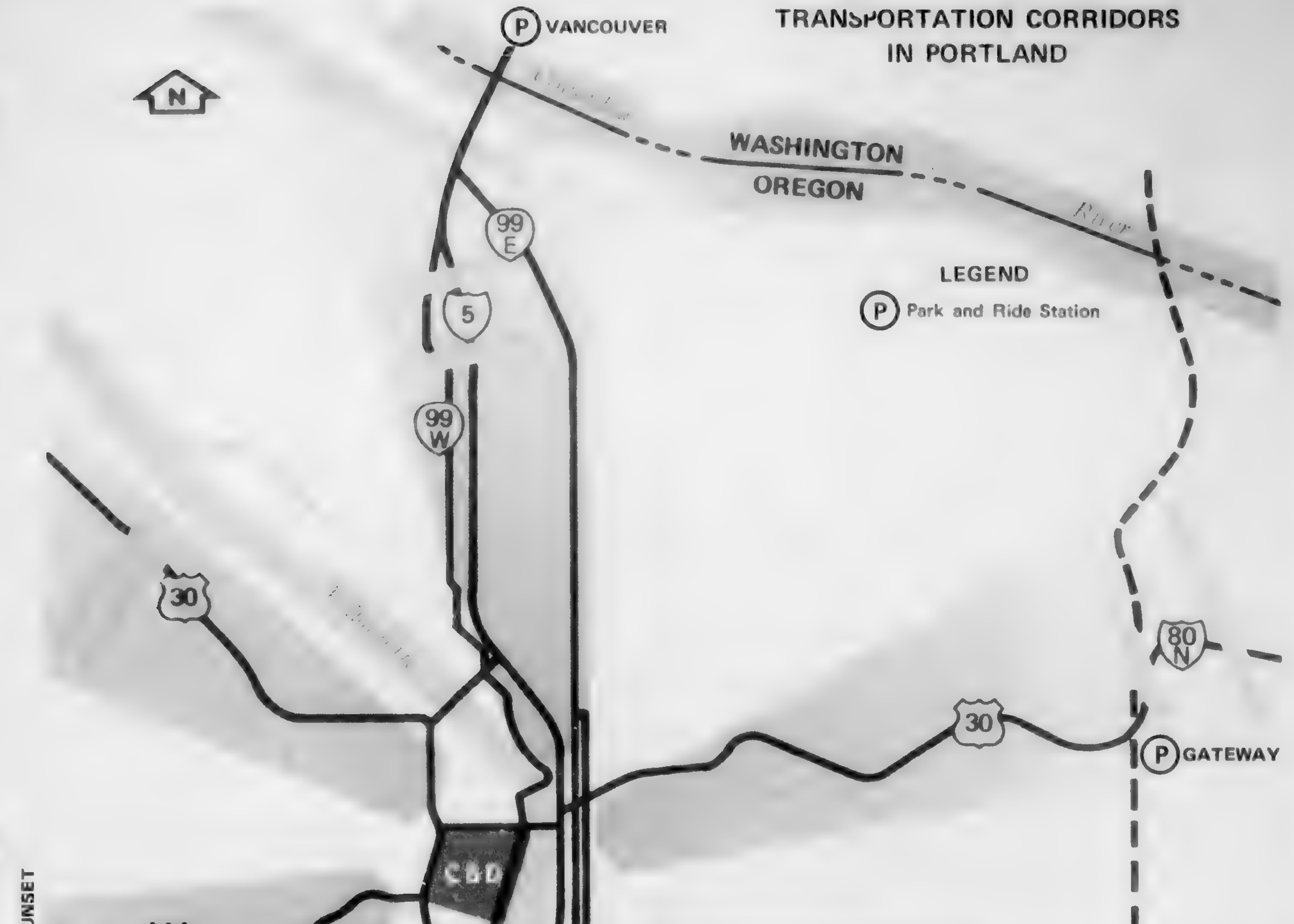
[1] Members include Oregon State Highway Division, Tri-Met, City of Portland Planning Commission, Clackamas County, Washington County, Multnomah County, DEQ, CRAG, Oregon Department of Transportation, and the cities of Lake Oswego and Milwaukie.



TRANSPORTATION CORRIDORS IN PORTLAND

Figure 1.

park-and-ride systems were investigated for comparative analysis in preliminary planning.

HISTORY -- PARK-AND-RIDE CONCEPT

A national need for public transportation systems was initially addressed in the Federal Aid Highway Act of 1968. Improvement of urban area traffic programs was given increased federal funding, with emphasis on development of mass transit and fringe parking facilities. This Act authorized a pilot program, including a limited number of demonstration mass transit projects. Federal guidelines were issued for planning fringe parking facilities, and federal funds were provided for acquisition of land and construction of these facilities either within or adjacent to the rights-of-way of Federal-aid highways serving urban areas. States were encouraged to undertake pilot projects in conjunction with existing or planned public transportation facilities and continuing comprehensive transportation planning.

In December 1968, the City of Portland made plans to take over the Rose City Transit Company and to investigate the potential for a demonstration mass transit project in the metropolitan area.

Legislation creating the Tri-County Metropolitan Transportation District (Tri-Met) was passed in the 1969 session of the Oregon State Legislature. This publicly-enabled organization was authorized to operate public transportation in Multnomah, Clackamas, and Washington Counties. Federal matching funds were available from the Urban Mass Transportation Administration for capital costs of transit equipment and facilities. Creation of this district was intended to encourage transit ridership by regionwide improvement and expansion of the system.

Ridership had declined on Portland metropolitan bus lines 74.6% between 1950 and 1970--partly because of increased fares and decreased service, which served as disincentives, and partly because of the increased convenience of the automobile on an improving highway system. Since 1970, Tri-Met has shown an increase in ridership. Ridership the last quarter of 1974 was almost 11% greater than for the same period in 1973.[2] The first quarter of 1975 is a continuation of this trend. This growth represents a response to improved service and constraints caused by the energy shortage.

In 1970 the Columbia Region Association of Governments contracted with the consulting firm of DeLeuw, Cather and Company to complete a two-part study entitled the Portland-Vancouver Metropolitan Area Public Transportation Plans Study. Part I, completed in 1971 and subsequently published in June 1973 by DeLeuw, Cather and Company, was Immediate Improvements in Public Transportation. As the title implies, this document outlines the immediate improvements necessary in the greater Portland area to initiate development of an efficient, rapid mass transit system and comply with the Air Quality Implementation Plan.

Immediate improvements recommended in this section of the report include consolidation of local public transportation services, improvement of bus service, construction of park-and-ride stations, express bus service with exclusive lanes, and construction of bus shelters. The goal of this plan is a regional rapid transit system which offers a viable alternative to the automobile for many types of trips.

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[2] Interview with Sally Campbell, Tri-Met staff planner.

Part II of the study, the 1990 Public Transportation Master Plan, was published by the consultant in January 1974. The system proposed by this plan was designed to serve the mass transit needs of the greater Portland area in 1990. The plan evaluated alternative public transit systems, projected mass transit demands, and included recommendations for an extensive network of express bus lines and transitways.

The technical advisory and policy committees of CRAG and Tri-Met agreed to investigate an express bus system alone in the 1990 Mass Transit Plan, but to retain the flexibility for future change-over to a new mode.

CRAG published a map, Recommended 1990 Bus Rapid Transit System, in the fall of 1973, which illustrates the entire proposed public transit system. A discussion of the features of the plan is contained on the reverse side of the map. This plan, which also includes the proposed Mt. Hood Freeway and completed I-205 route, calls for the following features by 1990:

a. 160 miles express service
b. 22 miles exclusive transitway
c. 10 miles peak-hour industrial express
d. 75 express bus stations
e. 13 park-and-ride stations, 350 to 2,300 spaces
f. 1000 bus shelters
g. 1000 advanced design buses
h. 15 miles reserved lanes on streets
i. Local service within walking distance

j. Downtown transit-pedestrian mall

k. Downtown multi-mode transit terminal

l. Downtown shuttle bus operation

m. Low-cost conversion to new technology

A resolution supporting a bus rapid transit public transportation system but requiring studies of alternative modes in exclusive corridors was adopted by CRAG on January 31, 1974.

Immediate Improvements in Public Transportation contained specific recommendations for modifications to be completed by June 1976, the date Portland must meet the ambient air quality standards detailed in the Oregon Clean Air Act Implementation Plan. Three of the eight recommendations for improved service, reproduced below, deal directly with the park-and-ride concept.

> "Park-and-ride bus stations should be constructed in the vicinity of the Mt. Hood Freeway and I-205, the vicinity of the Banfield Freeway and I-205, in Milwaukie in the vicinity of Clackamas Expressway and McLoughlin Boulevard, and in the vicinity of Sunset Freeway and Beaverton-Tigard Freeway. Park-and-ride bus stations should also be considered for later construction in downtown Vancouver, West Portland adjacent to I-5, and Lake Oswego.
>
> Express bus service should be operated on freeways or arterials when freeways are congested or not available between park-and-ride bus stations and downtown Portland....
>
> Bus routings in downtown Portland should be consolidated to operate on Fifth and Sixth Avenues.... It is further recommended that two exclusive bus lanes each be provided on Fifth and Sixth Avenues between Madison and Burnside Streets."

The DeLeuw, Cather and Company studies have drawn on previous research conducted by public agencies and consulting firms. The studies affecting West Portland Park-and-Ride are listed below:

Oregon State Highway Commission, Portland-Vancouver Metropolitan Area Transportation Study, Volume I: Factual Data Report, 1963.

Oregon State Highway Commission, Portland-Vancouver Metropolitan Area Transportation Study, 1990 Transportation Plan Interim Report, 1971.

Wilbur Smith and Associates, Portland-Vancouver Metropolitan Area Transportation Study, Planning Analyses and Projections, July 1968.

Daniel, Mann, Johnson & Mendenhall, Model Cities Area Transportation Study, December 1970.

Simpson & Curtin, Portland-Vancouver Mass Transit Use Study, July 1966.

Edmundson, Kockendoerfer, Kennedy & Daniel, Mann, Johnson & Mendenhall, Portland Mass Transit Study, Phase 1-A: Municipal Acquisition, July 1969.

Metropolitan Planning Commission, Population and Housing (Portland, Oregon), June 1963.

Columbia Region Association of Governments, Economic Profile with Projections to 1990: Portland-Vancouver SMSA, August 1968.

Portland City Planning Commission, Community Renewal Program, 1967.

The two mass transit studies were also coordinated with the Downtown Portland Parking Plan and the Downtown Portland Circulation Plan previously published by DeLeuw, Cather and Company, in 1972 and 1973, respectively. The most important goals were to increase the number of persons moving through concentrated areas on multiple-passenger facilities, and to develop a mass transit system which could ultimately carry two-thirds of the passenger trips to and through the core area of the city. To meet these goals, the studies stated transit service to downtown Portland from outlying areas must be improved, transit terminals must be developed, and peripheral parking facilities in conjunction with transit access must be provided.

Statistics used in the Downtown Portland Circulation Plan indicated that 135,000 people entered downtown on an average weekday in 1960. Of this total, only 26,000, or 19%, traveled by public transporation; by 1970, 168,000 people arrived daily in the downtown area, but riders of public transportation had dropped to 25,000, or 15%. Projections for 1990 indicated that 278,000 people for all trip purposes[3] could be expected daily in the core area. Development of an efficient public transportation network by 1990 would attract an estimated 98,000 users, substantially alleviating the potential traffic congestion and air pollution levels in the central business district.

At the federal level, additional allocations were made available in 1971 by the Federal Highway Act of 1970 when the demonstration program was completed on fringe and corridor parking facilities.[4] Funding became available for development of plans for park-and-ride lots in the Portland-Vancouver metropolitan area. Before state matching funds could be used, however, it was necessary to obtain the Attorney General's opinion on the use of the state's constitutionally dedicated highway funds for purchase and construction of publicly-owned parking facilities to be used in conjunction with public transportation facilities. In June of 1971 an opinion was handed down to the Oregon State Highway Division, which allows highway revenues to be so used. Later that year the Oregon State Highway Division began planning for fringe parking facilities in the Portland area. Funds were requested for planning studies to be correlated with the Portland-Vancouver Metropolitan Area Transportation Study.

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[3] Trip purpose groupings in this study included work, business calls, shopping, eating, social/recreation, and personal business.

[4] Instructional Memorandum 21-1-69, published in January, 1969, and entitled Guidelines for Administering Demonstration Fringe Parking Facility Projects had made cities with a population greater than 50,000 eligible for 50% federal funding of pilot projects.

Tri-Met had shown increased ridership during 1972, and in the following year began planning to improve service levels by developing a suburban park-and-ride system. Goals outlined in their Transit Improvement Plan Projects are these: to alleviate auto congestion in the central business district, to increase transit ridership by 50%, and to ascertain the feasibility of sites for park-and-ride stations and shuttle systems. Future changeovers to a new modal system were also considered. Involvement of citizens' groups and organizing a public relations program were also discussed briefly. The importance of marketing and special services to foster increased ridership is recognized in this document.

During 1972 the City of Portland, CRAG and DEQ considered air pollution abatement proposals in order to meet the requirements of the Clean Air Act by June 1975, a deadline which was subsequently extended to June 1976. Implementation of a park-and-ride system was one of the five strategies defined to reduce pollutant concentrations to levels below federal ambient standards. This transportation control strategy, adopted by the Portland City Council, was approved by the Department of Environmental Quality on May 29, 1973. Tri-Met was asked to design and implement a program to "increase daily revenue passenger ridership to and from downtown Portland by 50% over the 1970 daily ridership (increase from 50,000 to 75,000 riders/day)." Establishment of transit malls and major and supplementary park-and-ride systems was expected to increase bus ridership by 28 percent. Seven primary park-and-ride stations using existing parking areas such as shopping centers and church lots were included in the program. The control strategy recommendations correlate closely with actions recommended in Immediate Improvements in Public Transportation.

The park-and-ride system will take several years to evolve. Permanent stations are proposed on the Sunset Highway, West Portland, Lake Oswego, Milwaukie, in the Mt. Hood Freeway Corridor, along the Banfield Freeway, and in Vancouver. These seven stations, located on the map after page 3, will be interconnected through the transit mall in the Portland CBD.

In the future, Tri-Met plans to develop direct service between park-and-ride stations so that trips between suburbs will not require an out-of-direction trip through the downtown. The single cross-town east-west bus route now in operation between Lake Oswego and St. Vincent's Hospital is a forerunner of this service. Park-and-ride stations will become suburban transit hubs, serving as collecting points for feeder buses, tributory transfer stations, and community centers. Buses will have preferential or express lanes between park-and-ride stations and the transit mall.

In May 1973, the Governor convened a task force including CRAG and its constituent agencies, the Oregon Department of Transportation and the Port of Portland, functioning as a subcommittee of CRAG. The study design, released January 15, 1974, outlines the rationale for this study as well as short-term and long-term actions. The Task Force assembled requisite information to consider funding alternatives, under the 1973 Federal Aid Highway Act, to construction of the Mt. Hood Freeway, including light rail and/or busway systems throughout the metropolitan area. In addition, the study should clarify and improve the transportation planning process among the myriad of public agencies participating in the greater Portland area.

In 1975, Tri-Met reported that ridership in 1974 was 10.8% higher than ridership a year earlier. Some of the gain was attributed to fuel shortages. However, commuter express runs to Freightliner Corporation on Swan Island from Bernard Beaverton Mall and Gresham have been very successful in attracting riders. The experimental plan can be considered Portland's initial experience with a park-and-ride service for commuters. The principal difference between this system and the proposed system is that these two buses deliver their passengers to a specific point, Freightliner Corporation, while the proposed system would deliver riders to an area, the Portland CBD.

In January 1975, the final report of the Governor's Task Force on Transportation was released. The document, entitled The Cooperative Transportation Planning Process in the Portland Metropolitan Area, is a summary of transportation problems in the urban Portland area and opportunities for development of transit alternatives. Transit stations are included in the alternatives. West Portland Park-and-Ride has been identified by CRAG as a priority test system at an interim plan development stage.

Tri-Met, in concert with this development program, is initiating cross-town bus service, increasing service to outlying areas, constructing transfer stations, and implementing park-and-ride stations at existing lots. Planning for the downtown transit mall is almost completed. Eighty vehicles have been added to Tri-Met's fleet in the past year and an order for 100 more is under consideration.

HISTORY -- WEST PORTLAND PARK-AND-RIDE

The Technical Advisory Committee, an ad hoc group of representatives from public agencies having responsibility for implementing park-and-ride facilities in Portland, first met on May 15, 1973, under the leadership of Tri-Met. The creation of this group was a result of a memorandum, dated March 19, 1973, from Portland Mayor Goldschmidt, in which the coordinated efforts of public agencies in implementing the park-and-ride program were outlined and the formation of the committee was announced. This committee, meeting weekly, subsequently became the forum for continued coordination of agency efforts to implement the park-and-ride concept in Portland. The concerns of this group have centered on coordinating planning of the seven park-and-ride stations to be implemented immediately, as described in Immediate Improvements in Public Transportation. A majority of the discussions in this group centered on Kelly Butte (Mt. Hood) and West Portland, the two stations for which the Oregon State Highway Division has been designated the lead planning agency. The Oregon State Highway Division was asked to participate in implementing the West Portland station because it is adjacent to an interstate highway and eligible for funding under the Interstate Highway funding formula of 92% federal participation and 8% state participation. On August 29, 1973, a formal memorandum of understanding concerning planning responsibilities for the seven park-and-ride stations was written, which was approved by Tri-Met and the Oregon State Highway Division. As a direct result of this agreement, West Portland Park-and-Ride station became the top priority project in the park-and-ride system.

Citizens and interested groups also were active in the planning of West Portland Park-and-Ride. The Southwest Huber Street neighborhood study draft report was issued in 1973 and reported that establishment of the West Portland Park-and-Ride station near Capitol Highway Interchange would not conflict with other planned land-use activities in this neighborhood. A neighborhood survey of the Huber area was conducted by the staff of the Portland Planning Commission. This survey showed some concern for air and noise pollution and parking near the West Portland Park-and-Ride site. Seventy-five percent of those responding to questionnaires indicated that they either "never" or "only occasionally" rode the bus. The primary deficiencies perceived in the existing Tri-Met bus service were the lack of information and indirect routes of travel. Very little support for mass transit came from businesses along Barbur Boulevard, in Hillsdale, or in Raleigh Hills. Businessmen indicated that they were paying the cost of transporting people from the southwest area to downtown, a detriment to their businesses.

The final Huber Street report, by the Portland Bureau of Planning, Huber Street Study Land Use and Zoning was published in April 1974. Findings in the study included that a park-and-ride facility in the Huber Street area would compliment the area if appropriately planned and harmoniously designed with existing land use.

The Portland City Planning Commission adopted the Huber Street Study, but the Portland City Council failed to take a similar action. However, the Council has followed the recommendations made in the report as they pertain to park-and-ride.

The Jackson Community Association, a neighborhood group in Southwest Portland, including residents in the Jackson High School District, first met with representatives of the Oregon State Highway Division, Tri-Met, and the City Planning Commission in July 1973. The Association had expressed a desire to actively coordinate neighborhood planning and input with selection of the site and development plans for the West Portland Park-and-Ride station. The State Highway Division and the Community Association developed and mailed out a questionnaire to acquire more precise information on how the station might serve the transportation needs of neighborhood residents. Questions concerned access to the station from residences and places of employment. The flyer, which also included notice of a public meeting on August 7, was distributed to approximately 4,000 homes and 500 businesses in the immediate area of the proposed park-and-ride site.[5]

Respondents strongly supported the goals of park-and-ride, such as providing an alternative to the automobile and reducing air pollution. Only 28% indicated that they would use transit regularly, reflecting low employment in the CBD by residents of this neighborhood. Only 11% of the respondents take the bus to work at present. However, 92.5% responded that they "would approve a plan whether they used it or not." This response reflects enthusiasm for the concept, regardless of personal service. Most additional unsolicited comments were concerned with undesirable operational characteristics of the bus system and/or inability to provide effective service for a variety of individual rider situations. The park-and-ride system has been planned to respond to problems, including service to non-downtown destinations and improved local service in the neighborhood. Cross-town bus service in the outer city areas has been added to meet patron needs.

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[5] Approximately 15% of the questionnaires sent out (611) were returned. With no subsequent contact, this percentage was within the anticipated range, when considering the size of the surveyed population, 4,000.

On August 7, 1973, approximately eighty citizens met at Jackson High School with representatives of the Oregon State Highway Division, CRAG, DEQ, Portland City Planning Commission, the Mayor's office, Tri-Met, and Clackamas County. Potential sites, express bus lane alternatives, financing, and transit charges were discussed. Specific inquiries dealt with the possibility of using less land for the site, and provision for multi-story facilities, free transportation to the central business district, other potential sites, bus schedules, and characteristics of other park-and-ride systems. Concern was expressed about displacement of existing land use at a selected site.

The West Portland Park-and-Ride project was also presented to the Southwest Hills Kiwanis Club and Lions Club by State Highway officials during August. Members were asked to participate in a Citizen Contact Committee with members of the Jackson Community Association and other interested citizens. The first meeting of the Contact Committee was held on August 24, 1973. This group subsequently reviewed and suggested alternative sites and bus lane assignments and reviewed the draft environmental impact statement, integrating neighborhood concerns into the planning process.

The Technical Advisory Committee actively considered alternative lot sites and routes. Members suggested new alternatives for consideration. These periodic meetings were coordinated with the Jackson Contact Committee by the Oregon State Highway Division. Selection of sites and routes for final consideration, as well as lot design criteria, were made initially by the Jackson Contact Committee. These selections were then brought before the Technical Advisory Committee for concurrence. A consensus was reached on these three topics during the fall of 1973. Subsequently, members of this group reviewed planning input and rough drafts of the draft environmental impact statement for West Portland Park-and-Ride.

Tri-Met and the Portland Bureau of Planning became actively involved in assisting the neighborhood to plan integration of the lot with the immediate area. Concerns investigated included better local bus service for the neighborhood and better bike and pedestrian circulation patterns, especially for school children. It was suggested that the lot be designed so as to minimize disruption of existing patterns of circulation and to improve them wherever possible.

The proposed project was presented at a public corridor/design hearing on August 20, 1974 at Jackson High School. A description of the park-and-ride concept, the proposed project, alternative site possibilities, and route alternatives were presented. Service levels A, B, and C, including graphics and a scale model of level A for each lot alternative, were exhibited and discussed.[6] The Metro Office of the Oregon State Highway Division conducted the hearing. The City of Portland and Tri-Met were also available to respond to questions. Responses from representatives from cities, agencies, and individuals to the presentation

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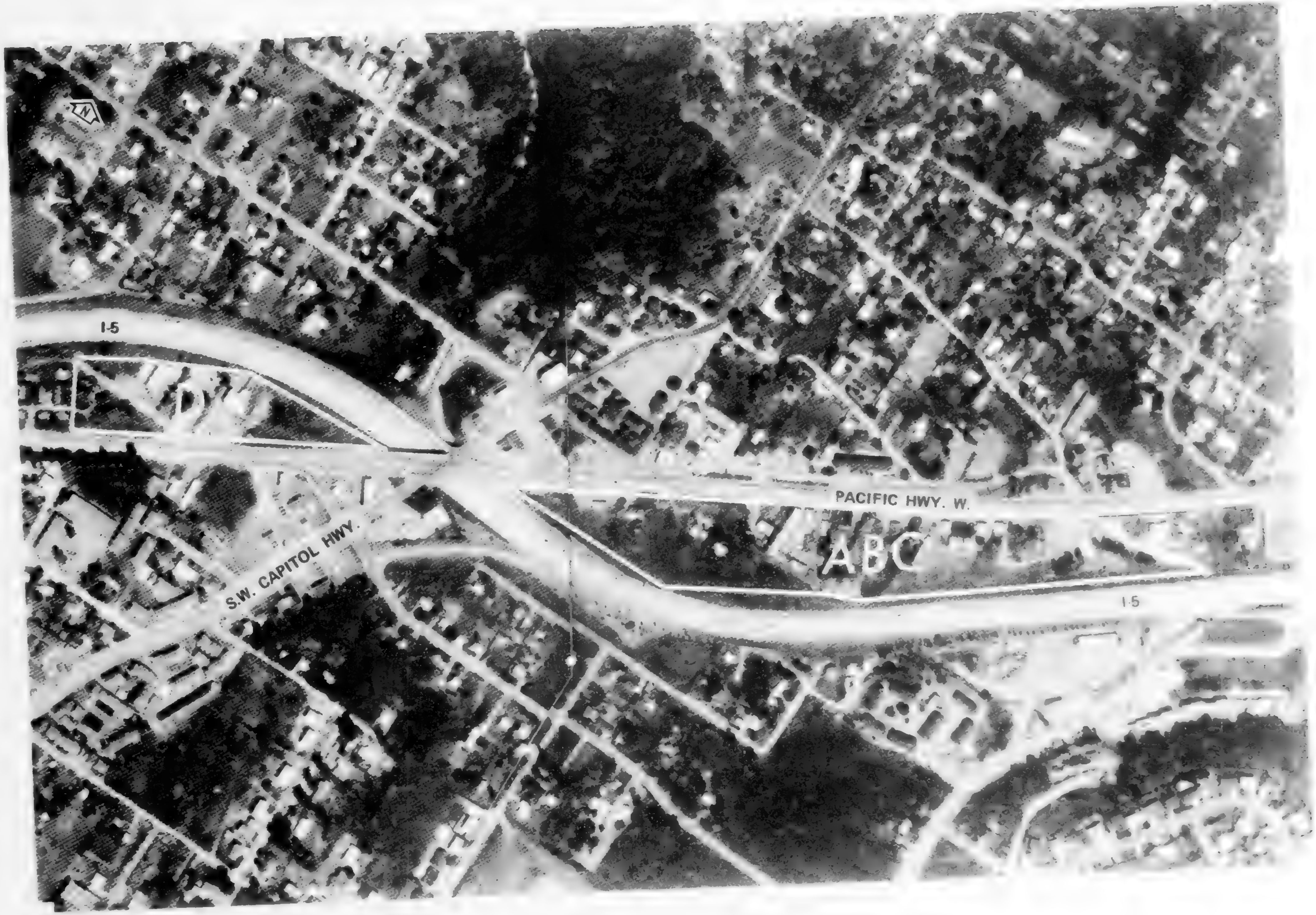
[6] Potential levels of service to be provided at each site were design alternatives, formulated to generate conceptual discussions about the desirable operating characteristics of the station. Level of service A was designed to provide the maximum convenience for patrons by separating all transit modes. It includes a multi-level station and pedestrian-bicycle crossings of I-5 and Barbur Boulevard. Level B includes less separation of modes, resulting in a simpler station design. The pedestrian-bicycle crossings are not included. Level C is the basic plan separating the operations of the station by three modes: buses, cars, and bicyclist-pedestrians. The bicyclist-pedestrian overcrossing is not included.



SITES SELECTED FOR [illegible] [illegible]

Figure 2

indicated, through both written and oral testimony, a preference for service level C to minimize costs, but a need for pedestrian-bicycle crossings, and for selection of lot ABC.

A reduced lot was recommended by Tri-Met and the Portland Bureau of Planning. Costs and anticipated demand for parking spaces were sited as reasons for this reduction. Tri-Met described their proposed feeder bus system in the adjacent neighborhood as the major mode for commuters reaching the station and the transferring to express buses. Commuters using the feeder bus system would not require parking spaces. These factors demonstrated a need for consideration of a reduced number of parking spaces.

A strong preference for any route alternative was not expressed at the hearing. More concern was shown in the hearing testimony for pedestrian and bicycle access to bypass the Capitol Highway Interchange. This portion of the proposal received unanimous support at the hearing. Appendix F contains a detailed discussion and analysis of issues raised at this hearing.

After the hearing, steering committee meetings composed of respresentatives from the City Bureau of Planning Department, Jackson Community Association Contact Committee, Oregon State Highway Division, and the Portland City Traffic Engineering Department, were held on a regular basis. Design of the best possible facility which would meet the needs of bus patrons, be compatible with the neighborhood, and be economically feasible was discussed. The final selection of site A, level of service C, and route 3 resulted from these meetings. A latter section of this document includes the description of the selected action.

In November of 1974 information packets of the entire project proposal were distributed to Tri-Met board members, Portland City Council, and Jackson Community Association. The Oregon State Highway Division made a formal presentation to Tri-Met Board of Directors for board acceptance. Tri-Met responded with a resolution which supported the concept, the selected site, and outlined responsibilities to be assumed by Tri-Met upon completion of the project. The Portland City Council adopted a resolution on December 19, 1974 which approved site A, design level of service C and an exclusive route between Slavin Road and S.W. Sheridan Street. The resolution also called for safe pedestrian-bicycle access. The project will require approval of the City Traffic Engineer prior to implementation.

COMPARISON WITH OTHER PARK-AND-RIDE SYSTEMS

Several operating park-and-ride systems in other urban centers of the United States were investigated to ascertain problems and advantages. Twenty-eight characteristics of park-and-ride systems were used for comparison of the systems. Data concerning the West Portland area and proposed system, when available, was compared to Seattle Blue-Streak, Seattle-Kirkland, Milwaukee WO-41 Mayfair, Milwaukee WO 42-Northslope, and Denver Metro Transit Mile High Stadium. Seattle was selected because the two systems could be observed in operation. Denver and Milwaukee were selected because their operating characteristics indicated that both cities had stations and routes which were conceptually similar to the West Portland Park-and-Ride proposal.

The data in Table 1 compares these six systems. The proposed West Portland station would be more substantial than stations on the

TABLE 1

COMPARISON OF WEST PORTLAND PARK-AND-RIDE AND OTHER PARK-AND-RIDE SYSTEMS

(As of February 1974)

CHARACTERISTICS	*1*	*2*	*3*	*4*	*5*	*6*
Number of parking spaces	320	525	250	300	190	650
Fenced	No	Yes	Yes	No	Yes	Yes
Lighted	Yes	Yes	Yes	Yes	Yes	Yes
Security	Yes	No	No	No	No	Yes
Parking fee	No	No	No	No	No	No
Separation of auto and bus traffic	Yes	No	No	No	No	No
Peak-hour headways (minutes)	5	5	10	8	15	8
Midday headways (minutes)	12	20	None	None	60	20
Multiple use of lot	No	Ski Bus	Ski Bus	Shopping C.	-	Stadium
Nearby attractors	P.C.C.	Shopping C.	None	Shopping C.	Shopping C.	Stadium
Opening date	'76	8/70	9/73	4/64	1/63	8/71
Station or shelter	Yes	Yes	Yes	Yes	Yes	No
Station enclosed	Partial	Partial	Partial	Partial	Partial	No
Restrooms	Yes	No	No	No	No	No
Other services	a,b	a,b	a,b	a,b	a,b	a,b
A.D.T. on nearest arterial (in 000)	60 (I-5)	104	43	83.5	57	115
Fare	.35	.40	.50	.60	.60	.25
Lot utilization	-	100%	45%	55%	71%	42%
% kiss-and-ride	6%	10%	30%	5%	3%	-
% pedestrians	1%	7%	0	0	0	-
Length of route (miles)	6	8	9.5	10.2	6.7	2.7
Length of exclusive lanes	2.3	1.2	1.5 (A.M.)	No	No	No
Length of reversible lanes	-	6.5	No	No	No	No
Exclusive ramps	No	Yes	No	No	No	No
Trip time in peak hour/bus (minutes)	13*	18	30	20	13	8
Trip time in peak hour/car (minutes)	13	18	32	18	11	8
Feeder bus system	Yes	Yes	Yes	No	Yes	No
Average daily ridership	1,350	1,600	680	756	510	1,356

1. West Portland Park-and-Ride (proposed for 1975, data are estimates)
2. Seattle — Blue Streak
3. Seattle — Kirkland
4. Milwaukee No. 41 — Mayfair
5. Milwaukee No. 42 — Northslope-Northshore
6. Denver — Mile High Stadium

a - phone
b - paper

*Estimated time

other five systems, offering a wider variety of amenities and greater comfort to patrons. Concern for patrons reflects the interest of the Jackson Contact Committee, as well as Tri-Met's desire to operate a transit station which will fit with the character and needs of the surrounding neighborhood. West Portland will be the only partially enclosed station, although the other five systems operate in cold or wet climates. In addition, West Portland will be the only station with restrooms for patrons. Experience at Seattle-Blue Streak stations has shown that amenities are not needed to operate a successful station in which the only function is park-and-ride. The average patron spends two to three minutes in the shelter. As peak-hour headways will be less at West Portland than Blue Streak, a majority of the patrons will be in the station less time. West Portland will emphasize the additional function of a transfer station for some riders between local or feeder buses and express buses, while this function is minimal or not included with the other five systems.

Bus routes of four of the five compared systems operated primarily in mixed traffic. The other system, Blue Streak, uses preferential treatment along most of the route and is the only system operating at capacity. Average travel times for buses and cars on all five systems are virtually identical. Other factors, such as parking convenience and expense downtown, are important in attracting patrons to park-and-ride systems. Negative considerations include additional time required to detour from the patron's route when driving his own vehicle, parking, and waiting for a bus. Counteracting loss of time at the suburban lot is the possible time savings resulting from finding a parking space and then walking from that space to the office.

As express buses from West Portland will receive exclusive lane treatment along one segment, travel time savings will be an additional incentive for patrons, especially those individuals who formerly rode on local bus routes.

West Portland Park-and-Ride will serve a greater variety of functions than the five other systems do. The additional positive features of this station reflect the desire by Portland planners, Tri-Met, and Oregon State Highway Division to meet this greater variety of demands for service. This array of uses, not found in the other five systems, includes placement to serve users from the surrounding neighborhood as well as from a primary arterial; the focus for a feeder bus system; minimal headway service throughout the day; and as a link in a transit system serving Portland Community College and other non-CBD destinations. The composite of these functions indicates that off-peak hour demand at West Portland will exceed comparable demand patterns at the other five stations.

RATIONALE FOR PASSENGER USE

The park-and-ride concept will succeed only if the proposed system, a new mode to many potential riders, is more desirable than their present mode, the private automobile. In developing initial ridership estimates, a complex formula that accounts for twenty variables was used. These twenty items make up five groupings: facility safety, physical quality of the facility, facility reliability, facility flexibility, and parking fee.[7]

[7] From: Predicting Park-and-Ride Parking Demand, U. R. Abdus-Samad, Dar Al-Handasah, W. L. Grecco, University of Tennessee. While this article is one of several published methodological studies, it includes more variables pertinent to the West Portland Park-and-Ride concept than the other sources.

In more general terms, variables considered by potential patrons include, but are not limited to, income, car ownership, travel time, monetary costs, and population and employment density. Monetary costs include parking, vehicle operating costs, and transit fees. Several important relationships among these variables have been inferred from the experience of other cities, primarily in the eastern United States, where mass transit has a long history. However, the specific variables account for only about 50% of the variation in modal choice. Therefore, conditions such as increased congestion or decreased cost, as perceived by potential patrons, are also important attractors.

A more recent study, collating the experience of 13 lots in seven urban locations, offers several guidelines to maximize the success of park-and-ride.[8] These guidelines are listed below:

1. A park-and-ride lot should be located as close to the major activity center as land value distribution will permit but no closer to the high density employment center than one mile.
2. A park-and-ride lot should be located in a dense travel corridor approaching a high density employment center and adjacent to a radial freeway beyond serious congestion.
3. A park-and-ride lot should be located where access to the lot is convenient for both bus and automobile and where it intercepts trips bound for the freeway.
4. A park-and-ride lot should be located to minimize the cost of development to the public and to use existing available parking facilities if possible.
5. A park-and-ride lot should be located so that it does not compete with other service areas.

[8] Gatens, Daniel, "Locating and Operating Bus Rapid Transit Park and Ride Lots" in Intermodal Transfer Facilities. Transportation Research Record 505. Washington, 1974.

6. A park-and-ride lot should be large enough to permit proper traffic circulation and pedestrian safety and convenience.

7. A park-and-ride lot should be located to minimize adverse effects on adjacent areas. Particular attention should be given to the effect on local traffic circulation.

8. Service to park-and-ride lots should be maintained at 5-min headways during the peak hour. Off-peak headways should be maintained at no less than 1 bus per hour. Alternate routing of nearby local bus service with minimum headways of 1 bus per hour may be considered.

9. There should be no charge for using a park-and-ride lot. Parking fees significantly discourage park-and-ride mode usage. It costs less to park on the street in the vicinity of a transit stop. Past park-and-ride experience has shown that success of lots that have a parking fee is unusual and exists only under special circumstances.

DeLeuw, Cather discussed public transit passenger use and demand patterns for Portland in Immediate Improvements in Public Transportation. West Portland Park-and-Ride will intercept suburban commuters traveling to downtown Portland. The DeLeuw-Cather survey, conducted in November 1970, indicated that 72% of all suburban transit riders used the bus to travel to work. The next two largest groupings of trips, representing 14.5% of all riders, were school and shopping trips. In this survey, it was found that only 50% of the suburban riders spent less than 35 minutes on the bus each trip.

Approximately two-thirds of the respondents in this survey commented on how service might be improved. These comments have been considered very carefully so that express bus service and associated feeder buses will meet the needs of potential riders. The comments and number of commentors are listed in the table below:

TABLE 2

SUBURBAN BUS RIDER COMMENTS

Comment	Number of Respondents Stating Comment*
Desire More Frequent Service During Peak Periods	196
Desire Tickets Covering Full Fare, Including Zone Fares	160
Desire Improved Evening Service	125
Desire Improved Sunday Service	85
Desire Increased Midday Service	80
Desire Improved Saturday Service	75
Service Is Already Good	71
Desire Express Service	70
Buses Are Not On Schedule	60
Desire Buses to Leave Downtown Portland between 5:15 and 5:30 p.m., Rather Than 5:00 and 5:15 p.m.	54
Desire Ticket Sales to be More Accessible	45

*Sample size - 860

Source: Immediate Improvements in Public Transportation, p. 41.

Additional attractions for passengers include time savings offered to the user in the peak hour. At the present, peak-hour savings are minimal as commuters will be able to reach the CBD in 13 minutes by auto or by bus.[9] However, in the future, auto use will increase in travel time while the 13 minute trip by bus will remain unchanged. In addition, parking for autos will become more difficult to obtain in the CBD while the bus will deliver commuters directly to the CBD. In addition, off-peak-hour trips to the CBD may increase in response to less driving and parking problems facing commuters.

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[9] Time savings estimates are based on timed trips made during the peak hour in the peak-flow direction over a time span of several days.

While local bus service will be greatly improved in the West Portland Park-and-Ride service area, several characteristics of the facility may also discourage potential patrons from using it. Most important, vehicles moving north along I-5 from suburban areas will have to exit the freeway and drive approximately one mile along Barbur Boulevard to reach the site. Exiting I-5 at North Tigard Interchange, they would not have visual contact with the facility from this location. Visibility of the lot will occur only as the motorist passes the lot on I-5.

The second major concern is that congestion in the Capitol Highway Interchange may detract many potential users. During rush hour, both a.m. and p.m., additional traffic generated by the station may cause temporary delays along Barbur Boulevard. Vehicles entering the lot from the northbound lane of Barbur Boulevard could create a backup in traffic into the Capitol Highway Interchange. Signalization along Barbur Boulevard will help to control these traffic congestion problems.

To counteract these potential problems, an aggressive, positive advertising campaign will precede inauguration of the park-and-ride system. Knowledge about the development and operation of this new transportation option, as well as its advantages, will be disseminated through all media before the system opens. Tri-Met marketing efforts will make patrons aware of the advantages of using park-and-ride.

Bus service in the West Portland Park-and-Ride service area will provide many complimentary amenities to the surrounding area. Parking in the lot will be a savings compared to parking in the CBD. The lot itself will provide a transit station for commuters and off-peak bus users who arrive on a feeder Tri-Met bus and transfer to an express bus for the CBD.

DESCRIPTION OF PROPOSAL

STATION

Implementation of the park-and-ride concept requires lot location and express bus facilities which will attract patrons and meet the anticipated demand. The park-and-ride system in the West Portland area has been planned to meet these two requirements. A site and route have been selected for project development, and preliminary designs have been developed. Appendix E contains a detailed discussion of alternatives presented in the DEIS, and some of the tradeoffs leading to a selection of the present project.

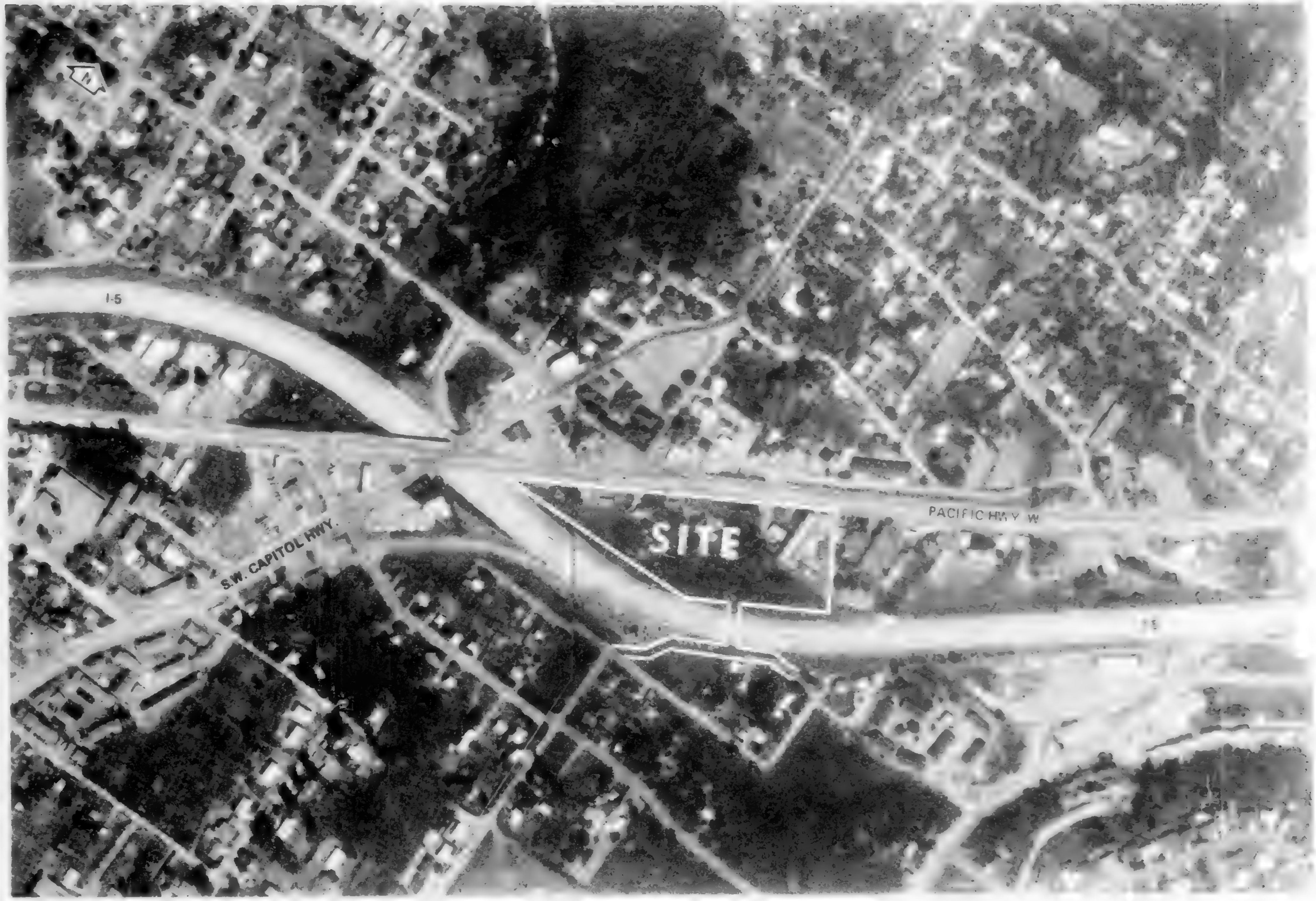
Details of station, lot,and route design are presented below. While major project decisions have been made, i.e., location of the station in the lot and size of the stations, minor refinements can be anticipated in the future. Therefore, a portion of the project features outlined below may be modified as new information becomes available and additional decisions are made. However, the character of the basic project components will be implemented in the fashion described below.

The site selected for development, the southern third of site A or site ABC in the Draft Environmental Impact Statement, is located between I-5 and Barbur Boulevard north of Capitol Highway Interchange. The site area is roughly in the shape of a triangle, 200 feet wide at the south end of the site and 750 feet wide at the north end. The length of the lot is 2,200 feet. Total acreage is 5.95. A retaining wall will be placed on the east side of the lot between I-5 and the site to maximize the area available for lot development and control erosion. Aggregate and surfacing materials used to complete the project will come from developed commercial sources.

Facilities within the lot are geared to auto convenience as well as bicycle or pedestrian use. The lot includes space for approximately 300 parking stalls. Curbing will be positioned in the lot with parking to be diagonal to each curb. Driving lanes will be situated to promote easy auto circulation. Circulation of kiss-and-ride vehicles through the lot is also accommodated. Two covered areas, located adjacent to the station on either end will be designated for the transfer of kiss-and-ride patrons. Walkways are designated between parking rows, out of the driving lanes, and along Barbur Boulevard. Walkways crossing driving lanes will be differentiated by a variation in aggregate texture.

The station is at a central location in the lot approximately 100 feet off of Barbur Boulevard and will separate bus movement from pedestrian, auto, and bicycle movement within the lot. The design of the station is to include a covered area approximately 50 feet by 200 feet and to provide seating, lighting and wind protection. Also included will be bicycle stalls, restrooms, janitor work area and storage room, and service for the station utilities. Tri-Met may operate a ticket sales and information facility at the station. The exterior design of the station will be harmonious with the adjacent Barbur Boulevard neighborhood.

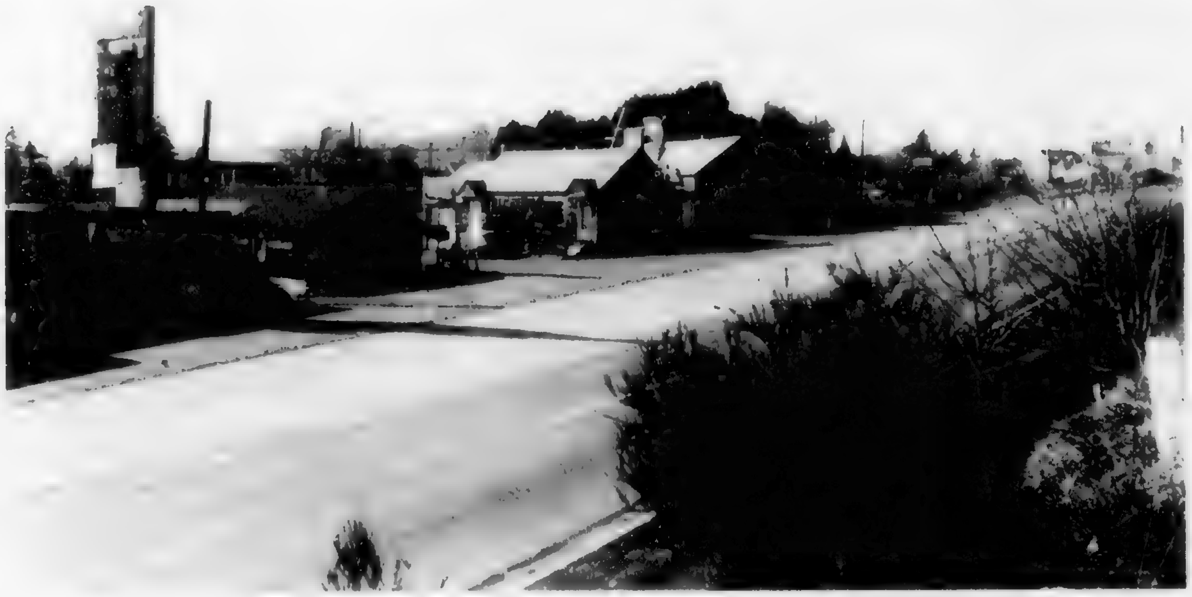
Buses designated as both express between the lot and the CBD and local or "feeder" will enter the lot area on a bus-only lane. The lane is along the west side of the lot, directly accessible to Barbur Boulevard and separated from automobile traffic. The station is located on the east side of the lane. This lot design will allow patrons to


N
I-5
SITE
PACIFIC HWY W
S.W. CAPITOL HWY.
I-5

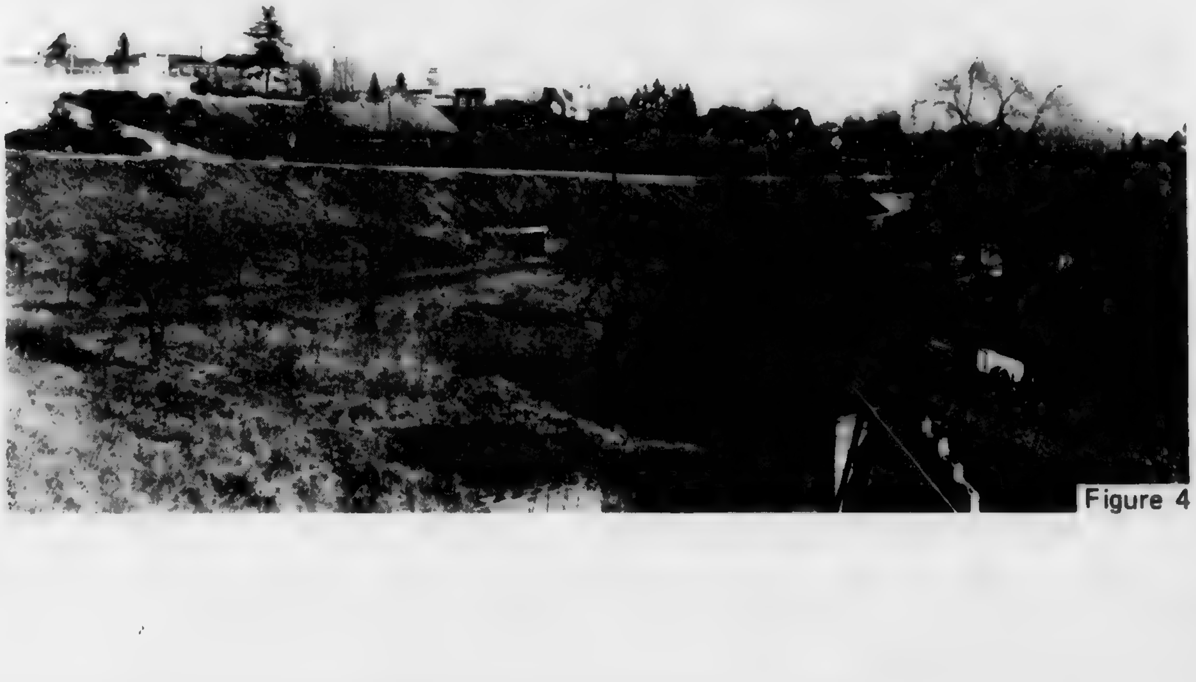
[illegible]

EXIS IG SITE SELECTED FOR DEVELO ENT

Selected Site Facing North



Selected Site Facing South



Selected Site Viewed From the Huber St. Area

Figure 4

leave the parking area and walk directly through the station to enter buses.

Auto access into the lot will be provided at both ends. Northbound traffic on Barbur Boulevard will have access to both entrance points. The southern entrance is approximately 700 feet from the Capitol Highway intersection. The other entrance is at the opposite end of the lot, 950 feet to the north. Two exit lanes are also located at this point. One lane is a right-turn lane; the other lane will be controlled by a signal and provide north- and southbound access to Barbur Boulevard. An exit from the lot for both north- and southbound lanes is also located adjacent to the southern entrance. A signal at the intersection of Taylors Ferry Road, Barbur Boulevard, and the bus lane will control traffic movement. Patrons arriving from Taylors Ferry Road will turn north on Barbur Boulevard and gain access to the lot at the northern entrance.

Pedestrians and bicyclists will also have access to the lot via an overcrossing to be constructed over I-5 to the Huber Street area. On the east side of I-5 two ramps will connect the overcrossing to street level. The ramp to the south will connect with a walk to Wilbard Street. The ramp to the north will connect with a walk to the street level. Pedestrians and bicyclists using the overcrossing will be directed through the parking lot by striped walkways. Crosswalks on Barbur Boulevard will be located at Taylors Ferry Road and at the north entrance. Movement will be coordinated by signals.

Landscaping is planned surrounding the lot and between the bus lane and Barbur Boulevard. Plantings will include low evergreen shrubs for year-round color while providing a low visual screen. Deciduous trees will also be planted in these areas for shade in the summer months and seasonal color. The plantings will also provide visual relief for the large expanse of paving.

ROUTE

Alternative 3 in the Draft Environmental Impact Statement, Barbur Boulevard, was selected for express lane development. Modification to this alternative, described below, bring the route into conformance with the scale of the project. A major north-south arterial through West Portland, Barbur Boulevard serves commercial developments along the route as well as the surrounding residential area of West Portland. Several major east-west streets intersect with Barbur Boulevard including Capitol Highway and I-5. The total length of the route is six miles. Buses will travel in mixed traffic for 3.7 miles and on an exclusive bus lane for 2.3 miles.

Development of Barbur Boulevard for the park-and-ride system will involve rechannelization of traffic to allow for an express lane, signalization to facilitate express bus movements, and modifications of existing intersections along the route to improve traffic flow.

Signalization will be installed to facilitate traffic movements between Barbur Boulevard and the lot. One signal will be placed at Taylors Ferry Road, approximately 700 feet from the intersection of Barbur Boulevard and Capitol Highway, and another signal will be placed at the north end of the lot, approximately 600 feet from the Taylors Ferry Road intersection. These two signals will be synchronized with the signal at Capitol Highway Interchange to facilitate traffic movement on Barbur Boulevard while accommodating the additional movements entering and leaving the lot.

SELECTED ROUTE ON BARBUR BOULEVARD

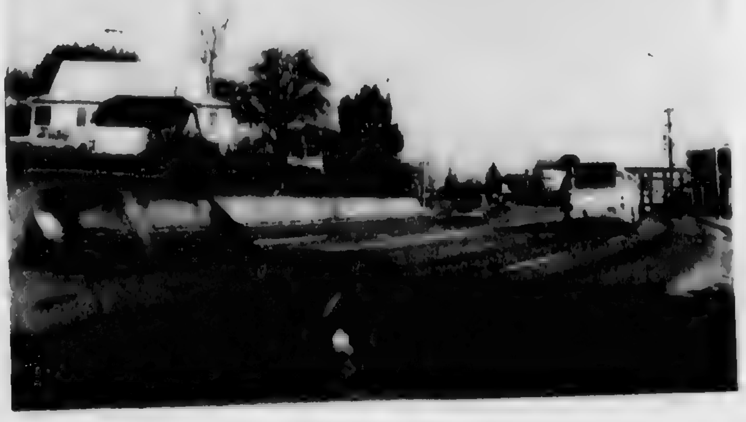
Directly North of Lot.
Buses Will Operate in Mixed Traffic.

Route North of Slavin Drive.
Buses Will Enter Exclusive Lanes.

Terwilliger Blvd. at Barbur Blvd.
Exclusive Lane in Operation.

Route North of Hamilton Street.
Exclusive Lane in Operation.

Route Entrance to CBD.
Facing North Terminus of Exclusive Lane.



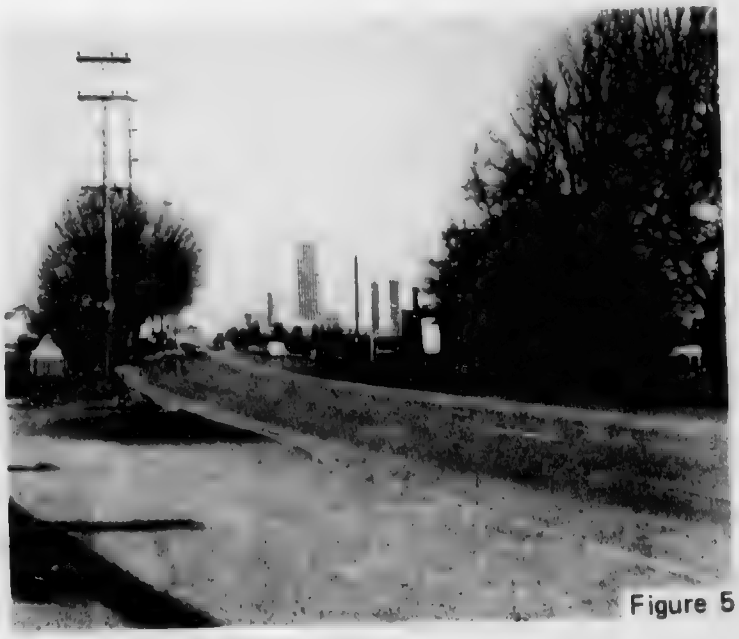
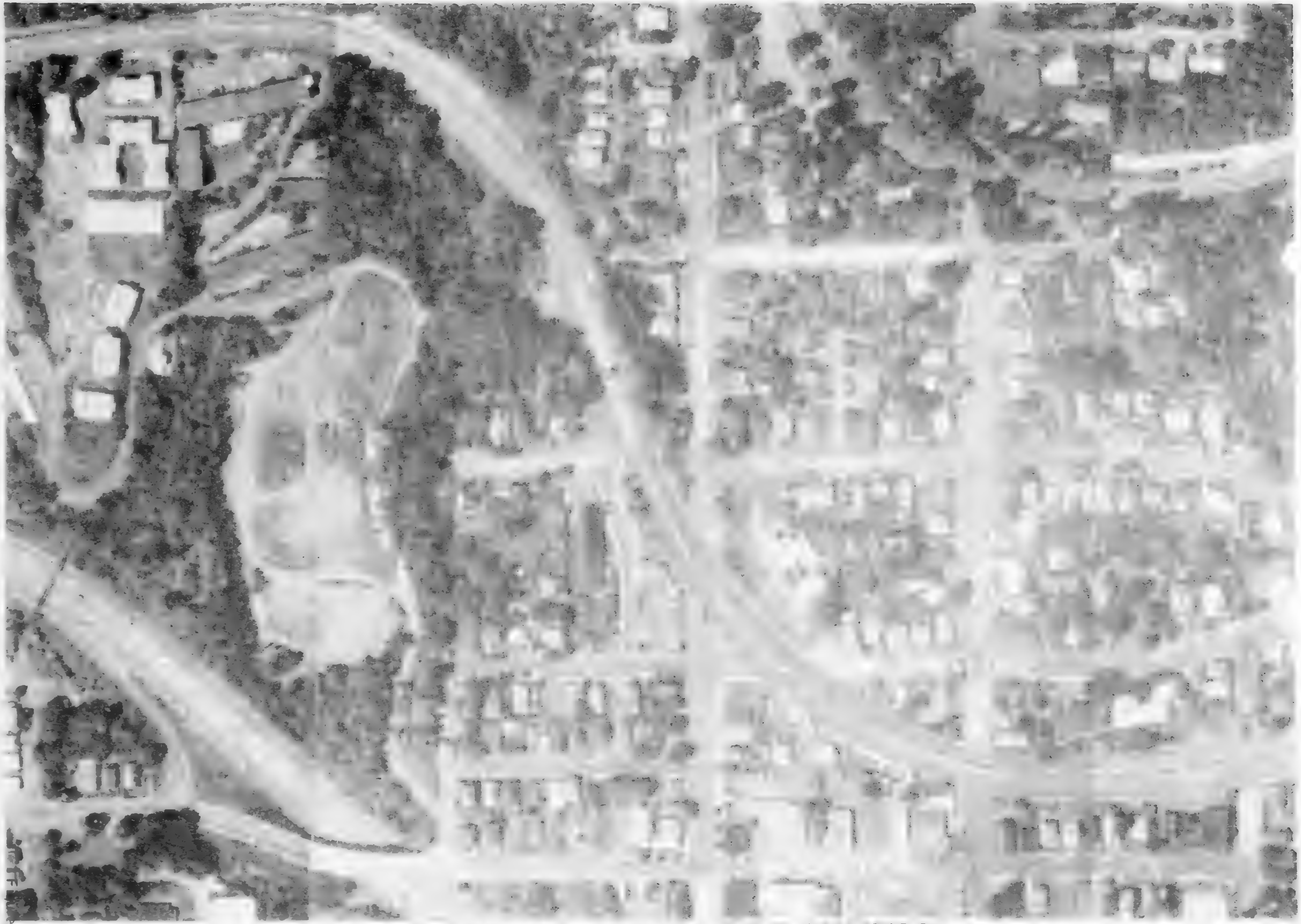


Figure 5



EXCULSIVE BUS LANE HAMILTON STREET INTERSECTION

Figure 6

Express buses in the a.m. will enter the northbound lane with mixed traffic on Barbur Boulevard. Signals at Bertha Avenue and Terwilliger Avenue will control the buses at the respective intersections. From Slavin Road north, Barbur Boulevard will be restriped to accommodate six lanes, including an express lane. An island will be placed between north- and southbound lanes to guide buses into the express lane. A typical cross-section would include three northbound lanes, an express lane, and two southbound lanes. At the southerly terminus of the Hamilton Street intersection, the striping terminates to allow for turning movements at the intersection. Striping resumes at the northerly terminus of S.W. View Point Terrace. Left turns from Barbur Boulevard will be restricted to a left-turning lane at Hamilton Street. Left turning will not be allowed on S.W. View Point Terrace. The Hamilton Street area is illustrated on the previous page.

These turning movements will be regulated by signalization. Signals will be actuated for preferential treatment to the express bus lane at Hamilton Street and S.W. View Point Terrace. Widening of the existing pavement will occur at Hamilton Street to allow for the left-turn refuge in the southbound lanes of Barbur Boulevard.

At S.W. Front Avenue, Barbur Boulevard will become a five-lane facility with the express lane between two lanes of north- and southbound auto traffic. The route will continue in this pattern until it reaches Sheridan Street, a distance of 0.9 mile.

From Sheridan Street, buses will move in mixed traffic to Fourth Avenue and Harrison. A left turn at Harrison will bring the buses to Sixth Avenue at Harrison and allow a right-hand turn north on Sixth Avenue. After this point the buses will deliver patrons on Sixth Avenue within the transit mall.

The p.m. express trip will use the same route but the direction will be reversed in order to return riders to their autos in the parking lot and feeder buses.

AUXILIARY TRANSIT SYSTEMS

The park-and-ride station will be served by auxiliary transportation systems including feeder buses, kiss-and-ride, bicycle facilities and pedestrian patronage. Car pools will be given preferential parking as an incentive. Spaces reserved for car pools will be monitored by Tri-Met to prevent abuses. Tri-Met is considering initiating dial-a-bus service using small radio-dispatched buses which would serve the neighborhood within approximately a one-mile radius of the lot and augment the scheduled feeder bus system. Other important features, to be implemented at a later date, include secondary transfer stations at tributary points and covered bus stops along feeder bus routes.

A detailed discussion of existing feeder bus routes can be found in the Service Area discussion. The feeder bus system includes "buses circulating along major arterial routes which would pick up patrons and deliver them to the park-and-ride facility." A feeder bus system which adequately serves the user area is projected to reduce the demand for both kiss-and-ride and park-and-ride within the service area. At present, several bus routes pass through the station area. These routes and proposed 1990 routes are illustrated on the map on the next page. Tri-Met has found that the existing bus routes will provide adequate service to the West Portland Park-and-Ride site. Existing bus

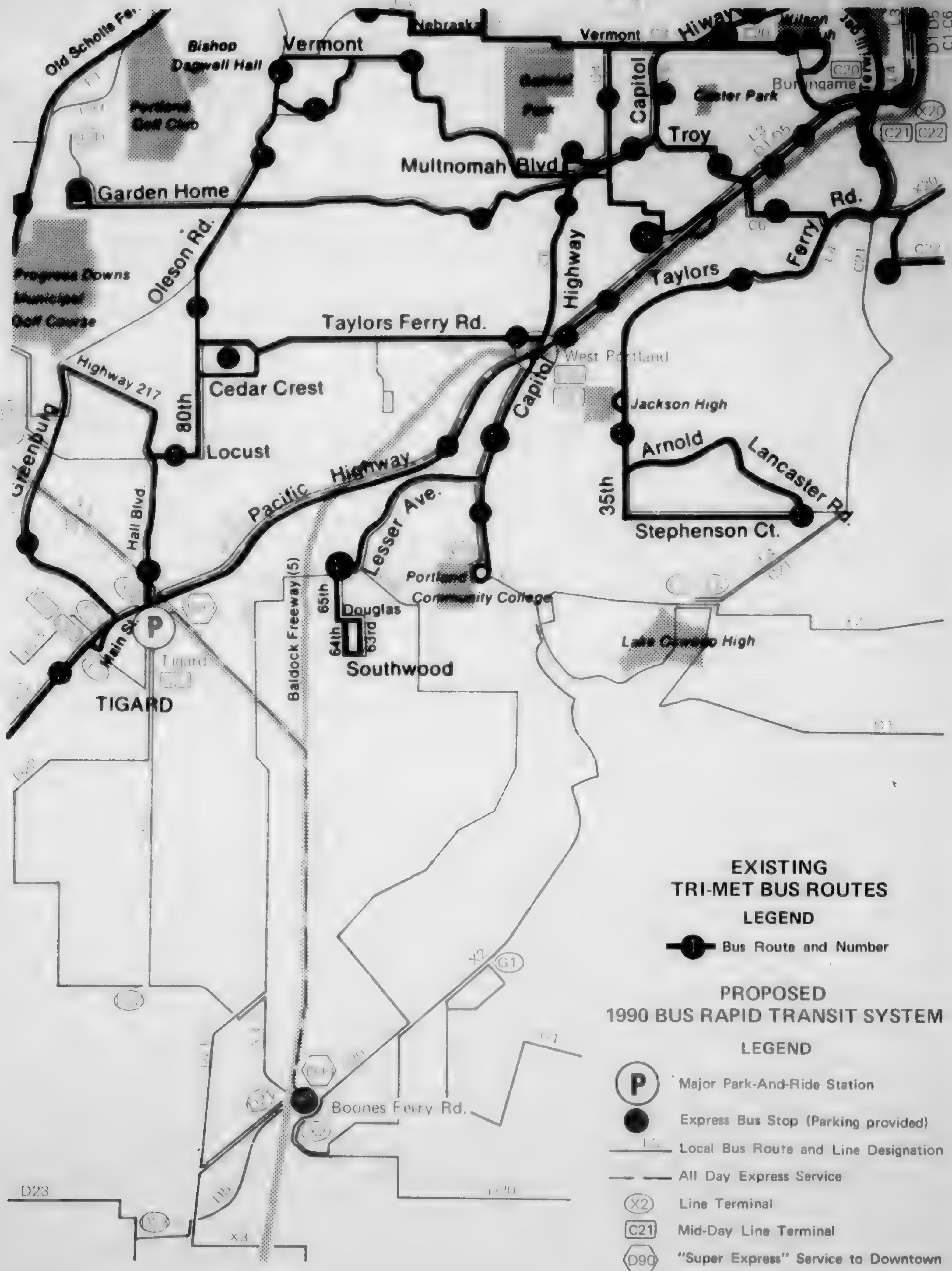

Old Scholls Fe.
Bishop Dagwell Hall
Vermont
Nebraska
Vermont
Hiway
Wilson
Terwilliger
D1 D5
C1 C6
Portland Golf Club
Gabriel Park
Capitol
Custer Park
Burlingame
C20
X20
C21
C22
Troy
Multnomah Blvd
Garden Home
Oleson Rd.
Highway
Rd.
Ferry
Taylors
X20
C21
Progress Downs Municipal Golf Course
Taylors Ferry Rd.
Cedar Crest
West Portland
Highway 217
80th
Capitol
Jackson High
Arnold
Lancaster Rd.
Locust
Greenburg
Pacific Highway
35th
Stephenson Ct.
Hall Blvd
Lesser Ave.
Baldock Freeway (5)
Portland Community College
65th
Douglas
64th
63rd
Southwood
Main St.
P
Tigard
TIGARD
Lake Oswego High
X2
G1
Boones Ferry Rd.
D23
D20
X3
EXISTING
TRI-MET BUS ROUTES
LEGEND
Bus Route and Number
PROPOSED
1990 BUS RAPID TRANSIT SYSTEM
LEGEND
P Major Park-And-Ride Station
● Express Bus Stop (Parking provided)
Local Bus Route and Line Designation
All Day Express Service
X2 Line Terminal
C21 Mid-Day Line Terminal
D90 "Super Express" Service to Downtown

Figure 7

service will be modified to facilitate the transition of feeder buses to express buses between the station and the CBD. Use of feeder buses will reduce the need for buses shuttling between the station and the CBD. After leaving the CBD these buses will become local buses in West Portland and other areas of the city. Tri-Met will respond to changing needs by making changes, additions and modifications to the bus schedules as appropriate. Patrons who come from south of the service area on Interstate 5 would still park and ride at West Portland, as Tri-Met service south along I-5 is limited to the Wilsonville line.

"Kiss-and-ride" service will attract an estimated 6% of the West Portland station patrons. In kiss-and-ride, "the commuter is delivered to the park-and-ride station by private auto then leaves the site by bus. The private auto then departs but returns in the evening to pick up the commuter to complete the homebound trip."[10] Temporary parking for kiss-and-ride commuters will be located near the station. Entrance to the lot will be the same as for park-and-riders, however, traffic circulation plans within the lot will include easy access for the kiss-and-riders to the station at designated drop-off sidewalks.

In addition to auto-related transit modes, the park-and-ride station will also serve bicyclists and pedestrians. Specific additions and aids to bicyclists and pedestrians were made to the project to accommodate and attract these transit modes. Access to the lot includes crosswalks on Barbur Boulevard and an overcrossing of I-5 to the Huber Street area. These access points will allow nearby residents to use this transit facility without driving to the lot. The pedestrian and bicyclist facilities will also provide access through the station and use of nearby public facilities by local residents. The adjacent Capitol Highway Interchange is a difficult and dangerous crossing for bicyclists and pedestrians. The possibility of other Portland residents using such facilities as Woods Park and local commercial businesses also exists, although attraction is improbable.

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[10] _Park and Ride Amendment to the Comprehensive Plan, Multnomah County, Oregon_, p. 7.

ENVIRONMENTAL SETTING

INTRODUCTION

The social, economic, and physical environment affected by implementation of the West Portland Park-and-Ride project can be described in a spatial gradient by areas of increasing size. To assist in analysis, this environment has been divided into units of varying size: the selected lot site; the study area; the neighborhood; and the service area. The selected lot is merely the area developed for the station. The study area includes the surrounding land anticipated to be impacted by the project because of changes in both vehicle movement patterns and land use. The lot site is within, but not in the center of, the neighborhood which is defined by the boundaries of the Jackson High School District and Jackson Community Association. One portion of this neighborhood, which includes the station site, is defined for local planning by the City of Portland as the Huber Street Study Area. Documents concerned with immediate planning of the Huber Street area are referenced in this final environmental impact statement. The service area includes the area from which patrons will be drawn within the Standard Metropolitan Statistical Area (SMSA). The map on the following page illustrates the boundaries of all areas except the service area.

SELECTED PARK-AND-RIDE LOT SITE

The selected site for the West Portland Park-and-Ride is the southern portion of site ABC as identified in the DEIS. The site is located immediately north of the intersection of Barbur Boulevard and Capitol Highway in West Portland. The site is bounded by I-5 on the east and Barbur Boulevard on the west. The physical dimensions of the lot were presented in the project description section.

The physical features of the site are characterized by a sloping hillside to the east and north. The site is located in the Tualatin Mountains near the drainage divide between the Tualatin and the Willamette Rivers. These uplands extend southeast to Lake Oswego and are better known as the Portland Hills or West Hills. The natural slopes in this site are less than 20%.

Soils of the project area are silty loam in the Cascade soil series.[11] These soils are characterized by slow permeability, slow to rapid surface runoff, and an erosion potential that ranges from slight to high. There are no natural streams located in the station site. Surface runoff flows into the storm drainage system on I-5.

Four classes of natural habitat are found on the site.[12] Permanent modifications to all the landscape have taken place in the past. Approximately 60% of the lot is Type III or IV, and suitable for at least some forms of wildlife. However, the small areas of this habitat, its proximity to heavily-traveled roads, and its location within an urbanized area limits the wildlife population to small species which tolerate or thrive in proximity to man. Resident species include perching birds, rodents, and possibly a few rabbits. Plant life includes grasses and bushes, and planted trees which help to sustain the wildlife.

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[11] Data taken from unpublished maps of the Soil Conservation Service.

[12] Type I includes permanent modifications of the natural landscape such as of buildings, parking lots, houses, lawns and shrubs, and roadway; Type II is recent, unvegetated landfill; Type III consists of large blackberry patches, and Type IV can be characterized as typical "old field" habitat.

WEST PORTLAND PARK AND [illegible]E
STATION PLANNING BOUNDARIES

LEGEND

Encloses the Jackson Community Association Area

Encloses the Huber Street Neighborhood Area

Encloses the Study Area

Selected Site

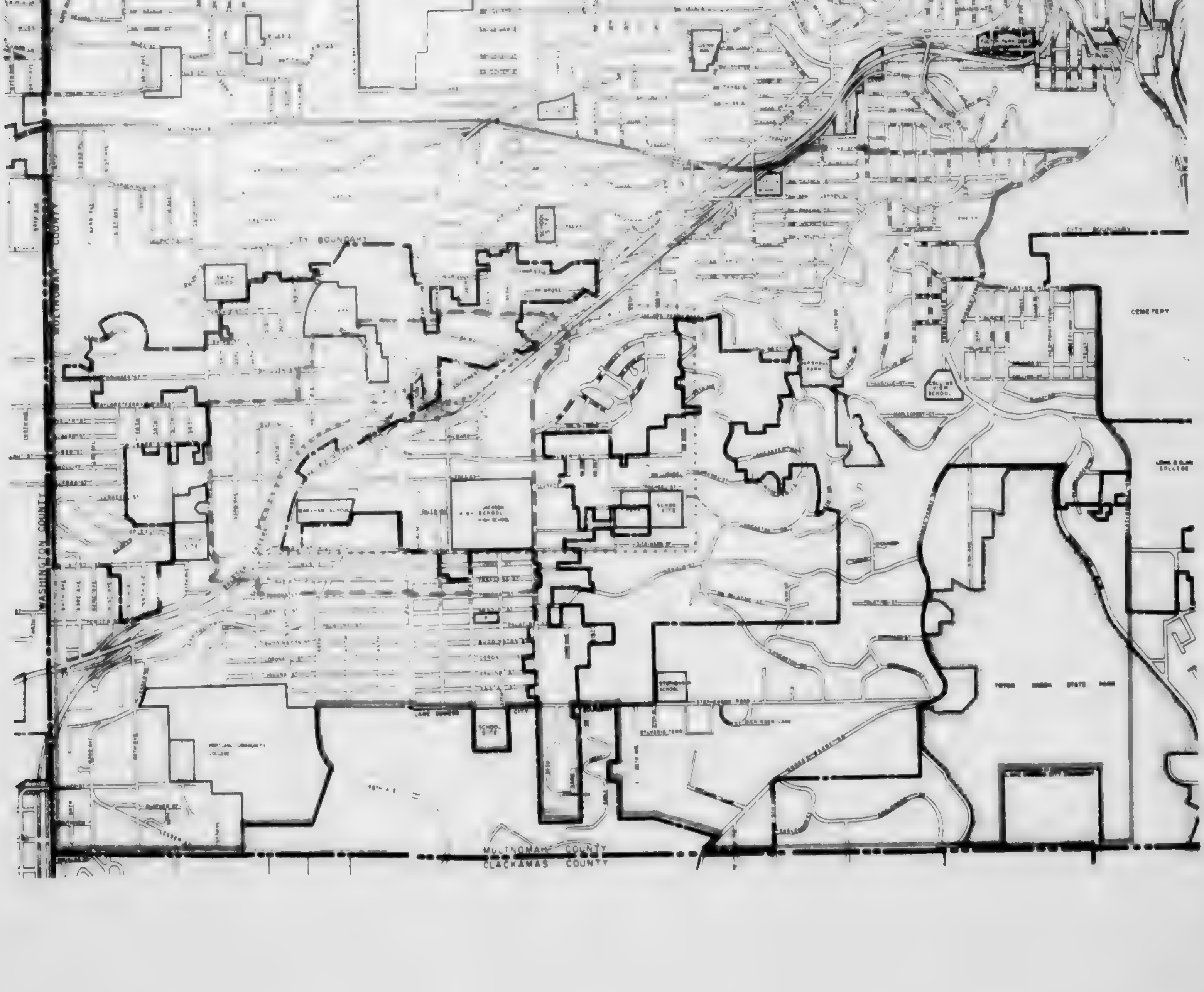


Figure 8

The cultural environment affecting the site area is characterized by auto-related businesses and developments. The site is to be located near the intersection of three major transportation arterials in West Portland, which has been developed to serve commuters and people in transit. The three arterials which pass the lot site are Barbur Boulevard, a major north-south arterial; Capitol Highway, a major east-west arterial; and I-5, a north-south freeway through western United States, which is also heavily used by local traffic in the West Portland area. Some single-family residences are located on the east side of the freeway opposite the site. Capitol Highway crosses I-5 and Barbur Boulevard near the southerly end of the site. Commercial land use also describes development along Capitol Highway.

Barbur Boulevard is characterized by strip commercial development, apartments and offices. Development on the lot site is characteristic. Two motels are located on the site. A total of 27 rental units are available in these buildings. Two commercial establishments, a tire dealer and insurance agency, are also located on the site. Three rental single-family residences are located off of Barbur Boulevard within the lot site. The remaining land is vacant.

Study Area--Neighborhood

The study area, illustrated earlier, is the area anticipated to receive direct impacts from location of the park-and-ride station at the selected site. Residents involved in the Huber Street Neighborhood Study have expressed their concerns for future goals of this area and included consideration of a park-and-ride station in the Huber Street Study.

Land Use and Development

The study area, served initially by a fixed rail transit system, has undergone typical suburban development since the early twentieth century. The Baldock Freeway, built in the 1950s, divided both the study area and neighborhood into two sections. The only practical way to move between sections is by auto. The intersection of three major highways at the Capitol Highway Interchange has made this area a center of auto service activities and strip development pattern along either side of Barbur Boulevard. One way to examine these features is to analyze existing land-use patterns.

The map on the next page illustrates land use in the study area and includes the city/county boundary. A majority of land in the study area is used for residential purposes. Single-family residential homes, approximately 420 units in the most recent survey, account for about three-quarters of the residential land use. The age and condition of residential structures vary substantially throughout the study area, although most of the development occurred after World War II. Residential densities range from eight to ten units per acre in the northern section (including multiple-family housing) to as little as two units per acre in the southern section.

In recent years, numerous multiple-family residential units have been constructed in the area. Several units are located on the west side of Barbur Boulevard, adjacent to the lot, but most are located southeast of the freeway, concentrated near S.W. Capitol Highway.

Commercial land uses are concentrated along Barbur Boulevard in a nearly continuous strip on both sides of the arterial. The center

GENERALIZED LAND USI

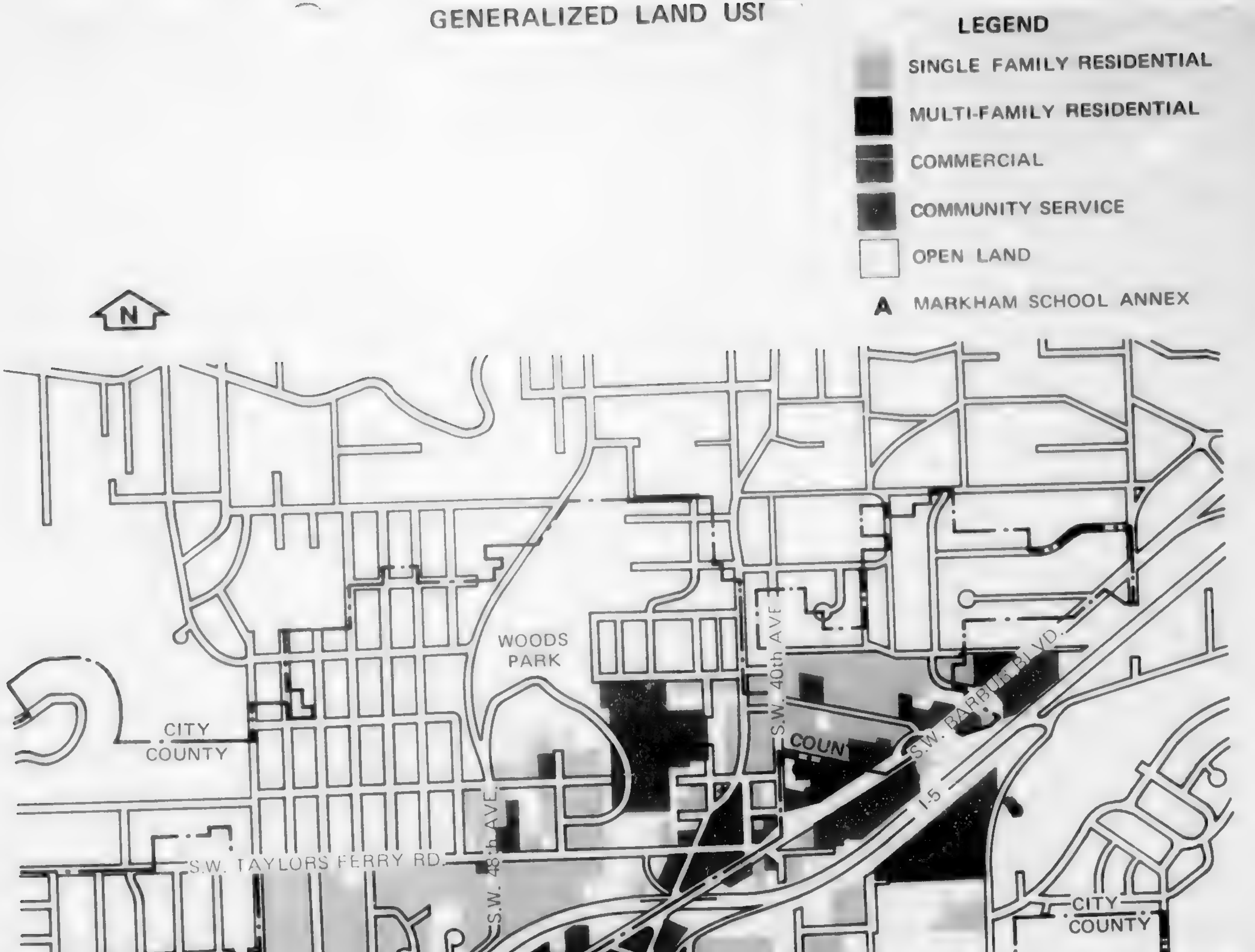
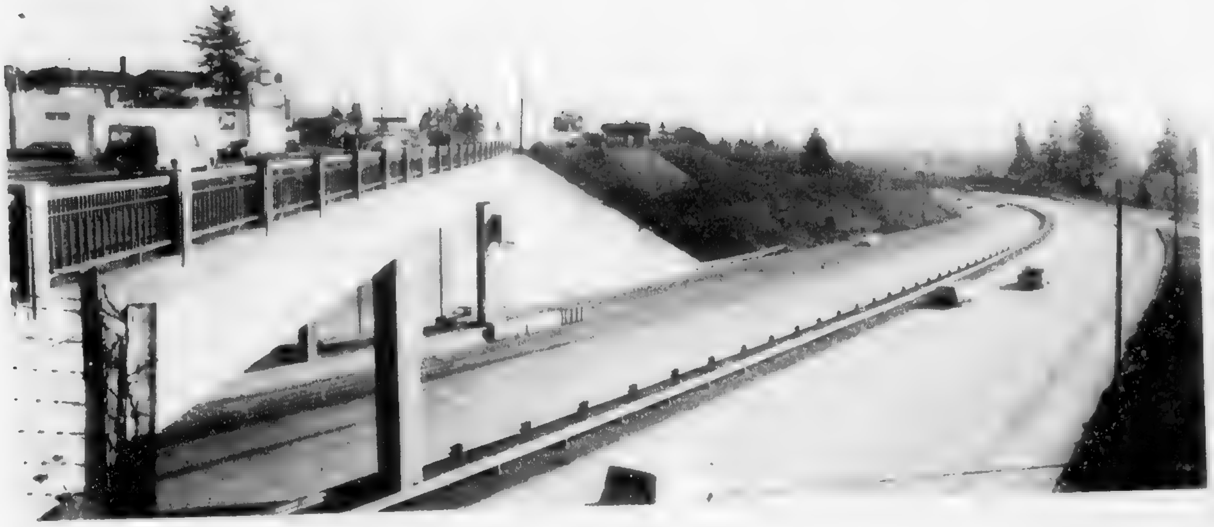


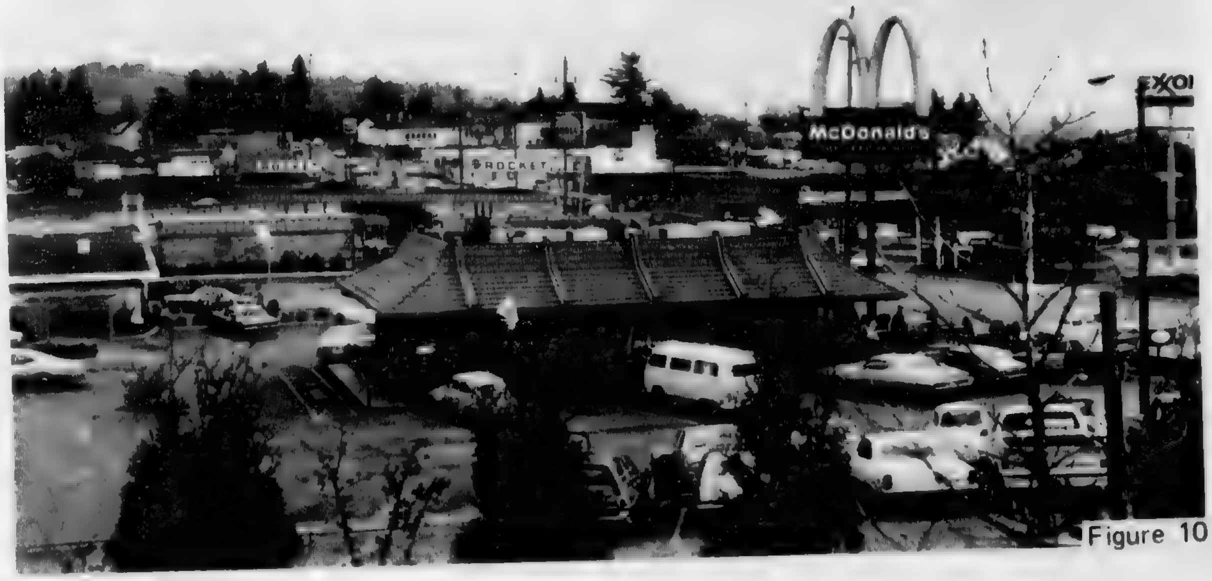
Figure 9

CAPITOL HIGHWAY INTERCHANGE

Capitol Highway Interchange Facing North



Capitol Highway Interchange Facing East



Capitol Highway Interchange Facing North: Note Markham School Annex in Upper Center of Photo

Figure 10

of commercial activity is the Capitol Highway intersection. Representative uses include motels, service stations, and restaurants, as well as general retail stores, building supply outlets, and small business offices. South of the interchange, Capitol Highway is becoming an extension of this commercial development due to its easy access, surrounding residential developments, and the main route to Portland Community College.

Land used for public services is also prevalent in this area. Major facilities in this category include Jackson High School, located on 35th Avenue; Markham Elementary School and Capitol Hill Library, both located on Capitol Highway south of the interchange; and the Markham School Annex and Woods Park, located north of the interchange.

Preliminary investigations by the Oregon State Historic Preservation Office have not identified historic or archeological properties in either lot site. The National Register and Statewide Inventory of Historic Sites and Buildings do not list any properties within or near the lot site.

Social Characteristics

The freeway, running in a northeast-southwest direction, divides the study area into two segments of similar size. The 1970 population and housing in each segment was approximately the same; Table 3 shows the breakdown of the two areas. Fewer resided in the southeast part than in the northwest part but this may have changed since 1970 because of the recent rapid growth in multiple-family housing in the southeast portion.

The Portland Planning Bureau found that between 1970 and 1973, "the number of dwelling units in the study area [the Huber Street neighborhood study area] has increased by 80 percent. Of this increase, 86 percent were multi-family units." This development included 295 units and has taken almost all of the parcels zoned for multiple-family use (A2.5) within the city limits. Much of this development may be in response to the nearby location of Portland Community College (PCC). This agglomeration of multiple-family dwellings has also encouraged recent location of commercial and public service facilities along S.W. Capitol Highway.

TABLE 3

1970 POPULATION AND HOUSING IN THE TWO PARTS OF THE STUDY AREA

		Housing	
Location	Population	Owner-Occupied	Renter-Occupied
Northwest of freeway	866	172	119
Southeast of freeway	846	197	91

Source: U.S. Bureau of the Census, Census of Housing: 1970 Block Statistics, Final Report AC(3)-195 Portland, Oreg.-Wash. Urbanized Area, (Washington: U.S. Government Printing Office, 1972), Table 2. Characteristics of Housing Units and Population, by Blocks: 1970, pp. Oreg-102, Oreg-103, Oregon-104.

Much of this growth also resulted from the recent annexation and subsequent extension of services in this area by the City of Portland. The City plans to annex an undetermined portion of the northwest half of the study area sometime in 1975 or 1976.[13] If the same process occurs in the northwest area as in the southeast sector, there will be considerable pressure for a more intensive pattern of development in the northwest part of the study area due to improved public transportation and community service availability.

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[13] Huber Street Study: Land Use and Zoning, pp. 1-2. Updated in phone conversation with Ken Hampton, planner with the City of Portland.

Comprehensive Planning and Zoning

The current status of land-use planning for the area around the proposed park-and-ride lot site can best be described as fragmented. Responsibilities for land-use planning and zoning in the study area lie with the Portland City Planning Commission for areas within the city limits and with the Multnomah County Planning Commission for adjacent unincorporated areas. Land-use planning is carried out at the regional level by the Columbia Region Association of Governments (CRAG).

The City has no adopted land-use plan for the area within its jurisdiction per se, but the Huber Street Study is referred to in cases of zone changes in the Huber Street neighborhood.[14] Pertinent results of this study and its implication are reviewed in Appendix D. West Portland Park-and-Ride is consistent with the Huber Street Study.

In addition to this effort by the City, Multnomah County has adopted a general land-use plan encompassing all of the areas within its planning jurisdiction, including the western half of the study area. A 1990 Interim Land Use Plan was adopted by CRAG in 1971. The City Council has adopted a policy statement by CRAG which has established priority land-use plans including the Huber Street area.

Until CRAG's regional plan is adopted, the Huber Street plan is adopted by the City Council as policy, and the annexation question is settled, the main tool for controlling patterns of land use will be enforcement of existing zoning ordinances. Zoning limits development to uses which were considered appropriate and acceptable for each parcel

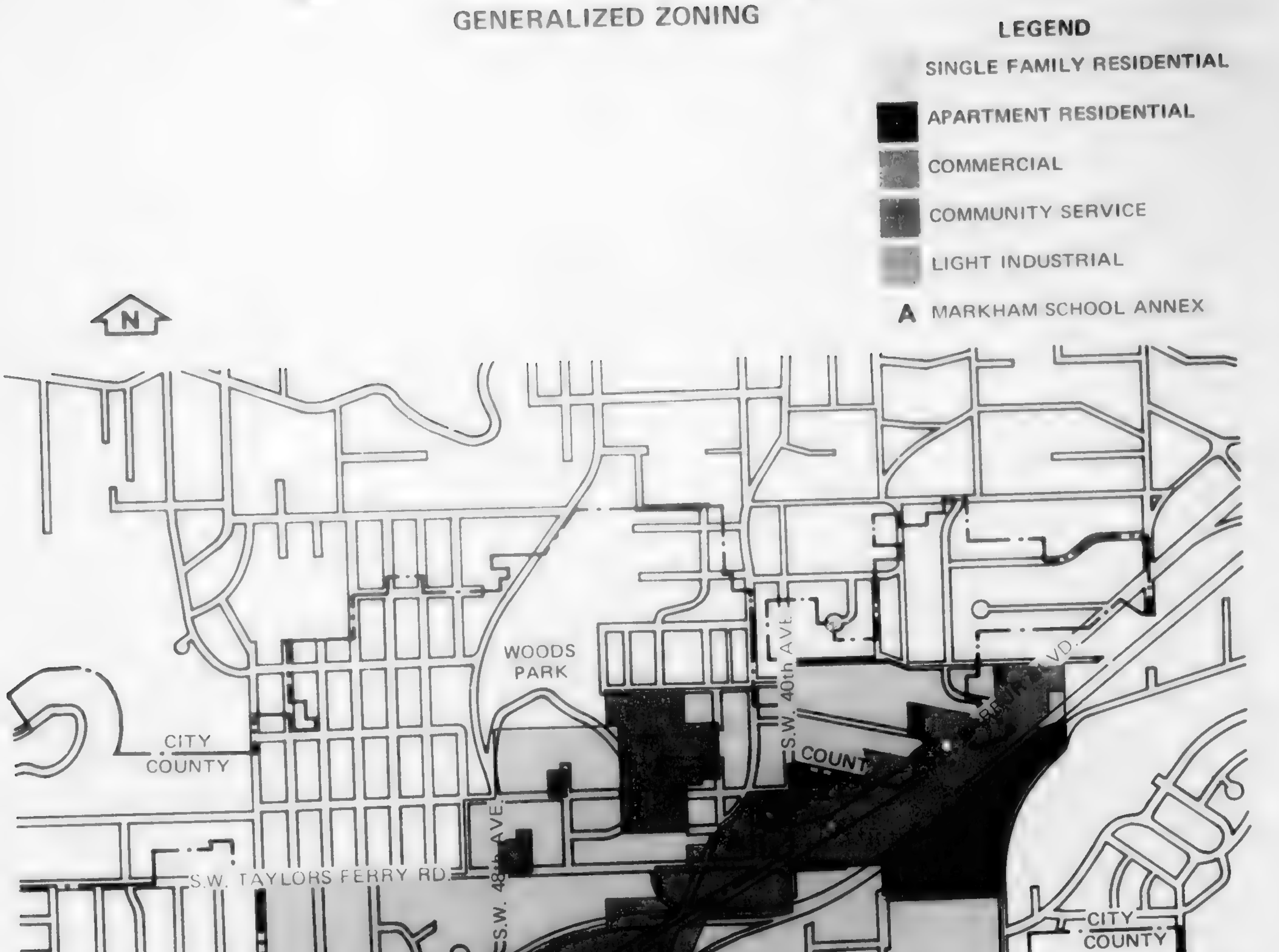
[14] Portland City Planning Commission, Huber Street Study - Land Use and Zoning, 1974. This study was prompted by rapid growth of multiple-family units which alerted local residents for the need of alternative land-use and zoning policies. Adoption of the plan is anticipated in 1976.

of land when the ordinance was adopted. In addition, zoning allows flexibility in land use, by allowing land-use and development patterns to be altered in response to changes in need. The City and the County administer similar zoning ordinances in the study area, shown on the map on the next page.

The zoning ordinances reflect current land-use patterns. Therefore, only a small percentage of land is available for development and alteration of established land-use patterns without zone changes. The bulk of vacant land in the study area is currently zoned for single-family residential purposes at 7,000 to 10,000 square feet or more per unit (zoned as R7 or R10). Most of these vacant parcels are located on the periphery of the study area, away from the transportation node.

A few tracts of undeveloped land are still left along Barbur Boulevard in the southwest quarter of the study area and are zoned for multiple-family developments (zoned as A2 or A2.5). The small number of parcels zoned for multiple-family development but currently occupied by single-family dwellings indicate that existing zoning patterns would change if development pressures were successfully exerted. Without substantial development pressures, however, the existing patterns of land use should be stable. The effects of PCC or the park-and-ride facility could disrupt this stability in the future.

Commercial zoning is generally adjacent to Barbur Boulevard throughout the study area. With the exception of a few small unsuitable parcels of land, all commercially zoned areas have been fully developed for commercial purposes. Significant additional commercial development within the area cannot be anticipated without rezoning or redevelopment within existing commercial zones.



GENERALIZED ZONING

Figure 11

Zoning ordinances have been liberally administered in the past few years, particularly in areas recently annexed by the City. Much of the recent apartment construction along S.W. Capitol Highway reflects this flexibility. Huber Street Neighborhood Study recommends zoning to allow multiple-dwelling developments.

Both land-use and zoning patterns reflect the dependence of this area on roads and motorized transportation. Commercial activity is concentrated at the Capitol Highway Interchange transportation node, which serves both local residents and transient commuters. The node existed before construction of the Baldock Freeway, at the intersection of Barbur Boulevard and S.W. Capitol Highway, but was reinforced by the freeway's location and the intersection. The node is a periodically-congested collection point, rather than a terminus. Thus, many routes come together at the interchange, attracting vehicles from a large, primarily suburban area, but the urban area to the north rather than this transportation node is their destination.

While the intersection is a focus for motor vehicles, it is a hazard and barrier for pedestrian and bicycle movement. Because of the several schools in the area, many school children must walk through the intersection, where extended crosswalks and intersecting arterials and streets make non-vehicle movement hazardous. This situation is especially hazardous in the morning during rush-hour traffic. The problems for pedestrian and bicyclists in this intersection, and possible solutions, are discussed in Appendix D.

A bike trail is proposed to pass through the interchange on S.W. Capitol Highway.[15] This route, extending south into Clackamas County and north to connect with the downtown area, serves five schools and three parks. An additional spur is proposed along Huber Street to Jackson High School. At present, Capitol Highway Interchange is dangerous and difficult for bicycles to negotiate. Numerous turning movements at adjacent commercial establishments, and intersecting streets contribute to the hazardous nature of the interchange area.

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[15] Portland Bicyle Path Task Force, Bicycle Facilities for Portland: A Comprehensive Plan, Portland, March, 1973.

More recently, the nodal function has been reinforced by construction of the Portland Community College Sylvania campus, open in 1968. With approximately 11,000 full- and part-time students taking courses each semester, and the requisite staff and services, PCC generates substantial additional traffic through the nodal area at both peak and off-peak hours.[16] More than 5,500 students come from within the city limits of Portland. Approximately three-quarters of the study population requests parking permits. The Sylvania Center campus has 2,138 spaces available. As almost 50% of the students are part-time, there is a great deal of hourly movement to and from the campus. Traffic was counted by hand at the Lessor Road and S.W. 49th Street accesses to the campus on March 27 and 28, 1974 between 6:30 a.m. and 10:00 p.m. Approximately 1,300 vehicles used the Lessor Road entrance each day, while S.W. 49th Street averaged 4,800 vehicles a day. Of the 4,800, approximately 4,200 originated from the north along S.W. Capitol Highway. The hours of greatest movement include 8:00 a.m. to 4:00 p.m. As these are not rush hours, and traffic generally moves in the off-peak direction--that is, southbound out of the city in the morning and north into the city in the evening--they will help Tri-Met provide economical service for

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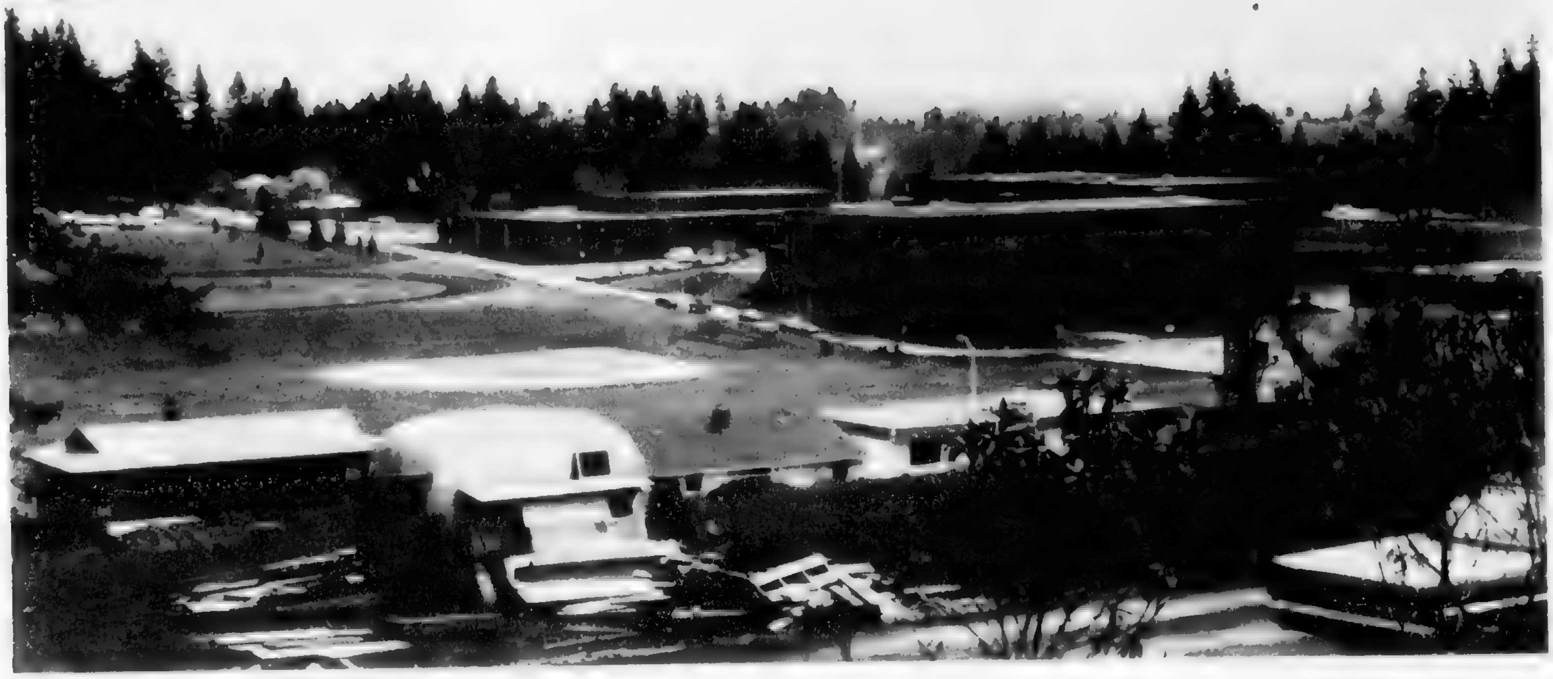
[16] All Portland Community College figures are for the fall of 1973, except the student population, which has increased from 10,000 in the fall of 1973 to 11,000 in the winter of 1975.



The Jackson High School Complex

Markham School Annex on Capitol Highway

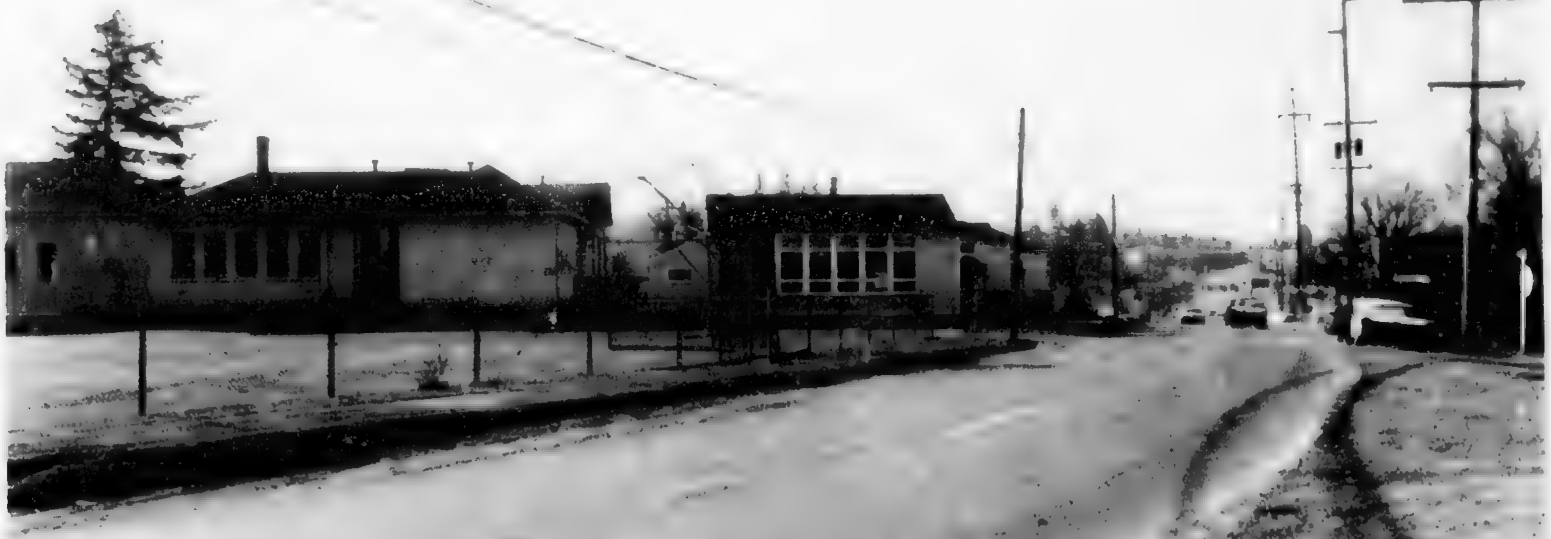


Figure 12

buses traveling in both directions, if a sufficient number of students can be attracted. The school is probably the generator of most of the new multiple-family residential and commercial development now located along S.W. Capitol Highway between the interchange and campus.

SERVICE AREA[17]

The West Portland Park-and-Ride service area, outlined in the map on the following page, is located near the fringe of the older and continuously urbanized portion of southwest Portland. Bike riders and pedestrians would be drawn only from nearby dwellings. However, with the number of multiple-family dwellings in the study area, this number of patrons could be substantial. Many school children would pass through the lot area, although they might not be using the facility. The West Portland Park-and-Ride site would also be convenient to motor vehicle traffic originating in outlying suburbs such as Tigard, King City, Durham, Tualatin, Sherwood, Lake Grove, River Grove, Mountain Park, and Wilsonville, and using I-5 from further south in the Willamette Valley.

The service area has been typified by increasing development activity over the last two decades. This trend is predicted to continue in the foreseeable future.

The developing patterns of land use in the service area are typically suburban, characterized by subdivisions of middle-class single-family homes. Several factors have combined to cause dispersed development trends and low-density suburban sprawl. Large tracts of privately-owned open space have remained undeveloped but are surrounded by new

[17] The service area is illustrated in better detail in Appendix A.

subdivisions, forming a checkerboard pattern of urbanization. Many parcels of undeveloped land are being held for subdivision either when market conditions are favorable or when water and sewer services can be provided.

Continuing low-density suburban development has fostered increased reliance on the automobile as the principal means of travel for residents of the outlying areas. Commuting to work in the CBD is only a smaller percentage of all trips. Suburban growth has had a symbiotic relationship with construction of freeways and arterials.[18] Traffic from the suburbs has heavily overloaded these facilities during rush hours, and the rate of auto ownership per family unit has steadily increased.

Table 4 shows that population within the portion of the SMSA[19] in the service area grew considerably faster than the SMSA as a whole between 1960 and 1970. This trend was expected, for growth in suburban areas has been typically rapid. An important change is the substantial increase in the percentage of rental units in the service area. In 1960, rental units comprised less than four percent of total housing units; by 1970 they comprised over 27 percent. The percentage of rental units within the SMSA increased only slightly from 1960 to 1970, although the absolute increase in units was 80%. This trend has been characteristic of housing in suburban areas; one author calls this the "suburban apartment boom."[20]

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[18] Symbiotic relationship is defined as each component deriving additional benefit from the presence of the other components.

[19] The SMSA is the Standard Metropolitan Statistical Area, the Portland urban area as defined by the U.S. Census Bureau.

[20] Neutze, Max. The Suburban Apartment Boom: Case Study of a Land-Use Problem. The Johns Hopkins Press, Baltimore, 1968.

PORTLAND AND VICINITY

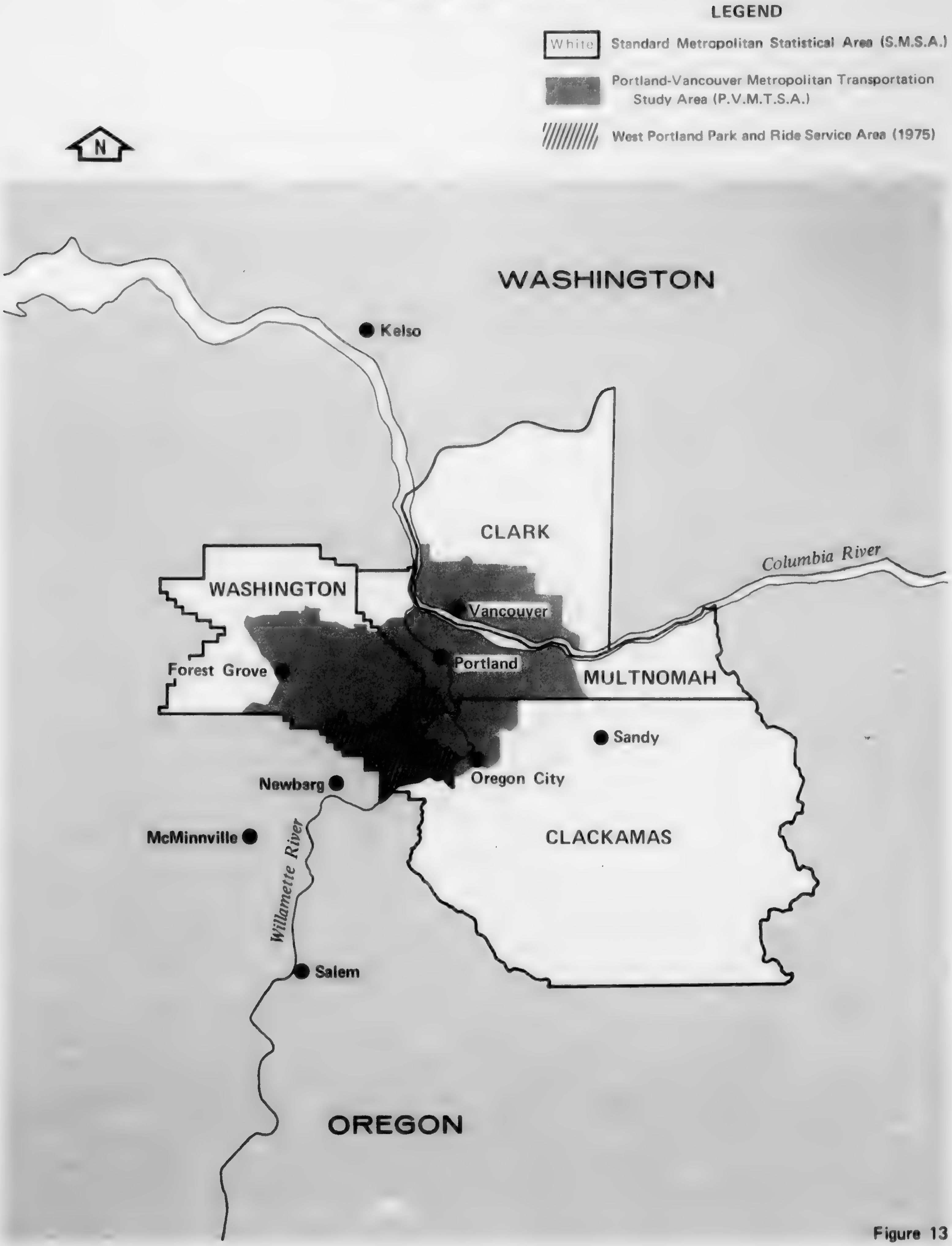
LEGEND
White Standard Metropolitan Statistical Area (S.M.S.A.)
Portland-Vancouver Metropolitan Transportation Study Area (P.V.M.T.S.A.)
West Portland Park and Ride Service Area (1975)
N
WASHINGTON
Kelso
CLARK
Columbia River
WASHINGTON
Vancouver
Portland
Forest Grove
MULTNOMAH
Sandy
Oregon City
Newberg
McMinnville
Willamette River
CLACKAMAS
Salem
OREGON

Figure 13

TABLE 4

POPULATION AND HOUSING IN THE SMSA AND SERVICE AREA, 1960 AND 1970

	Total Population 1970	Percentage Change in Population 1960-70	Total Housing Units 1970	Percentage of Rental Units 1960	Percentage of Rental Units 1970
Total SMSA	1,009,129	23.30%	358,920	27.60%	33.30%
Service Area (in SMSA)	52,585	63.03%	17,983	3.96%	27.37%

Sources: 1960 Data: U.S. Bureau of the Census, U.S. Census of Population and Housing: 1960. Census Tracts. Final Report PHC (1)-121 (Washington: U.S. Government Printing Office, 1962), Table P-1, General Characteristics of the Population By Census Tracts: 1960, pp. 15, 16, 18, 30, 31, 36; Table H-1, Occupancy and Structural Characteristics of Housing Units by Census Tracts: 1960, pp. 106, 107, 109, 121, 122, 127.

1970 Data: U.S. Bureau of the Census, Census of Population and Housing: 1970, Census Tracts, Final Report PHC(1)-165, Portland, Oreg.-Wash. SMSA (Washington: U.S. Government Printing Office, 1972), General Characteristics of the Population, Table P-1, pp. 1, 2, 4, 17, 18, 23, 24; Table H-1, Occupancy, Utilization and Financial Characteristics of Housing Units, pp. H 1, 2, 4, 17, 18, 23, 24.

FEEDER BUS SERVICE

Many of the suburban areas will be served by existing bus routes, called feeder bus routes. As this station is located adjacent to the Baldock Freeway, many potential riders live south and west of the area served by Tri-Met. It is anticipated that these individuals would drive to the lot and park, rather than ride a feeder bus.

Six bus routes presently collect passengers in the study area and pass near or through the Capitol Highway Interchange. On three of these lines, Portland Community College, Southwood, and Tualatin Acres, ridership increased by 31.8%, 55.8%, and 13.6% respectively, between

September 1974 and February 1975. Bus service and ridership are listed on Table 5.

In January 1975 the first cross-town bus route in Portland was initiated between Lake Oswego and West Portland. Buses on this route, Sunset-Oswego #78, originate in Lake Oswego, travel through Mt. Park via Country Club Road and Kerr Road, stop at PCC, and then follow Capitol Highway to Sixtieth and then to Barbur Boulevard. The route then extends along the Beaverton-Tigard Highway from its intersection with Barbur Boulevard, with a major stop at Washington Square. The terminus of the route is St. Vincent's Hospital. The route presently operates on weekdays only from 6:00 a.m. to 10:30 p.m. Approximate ridership in February 1975 was 575 per day. Tri-Met expects to increase service in the fall to seven-day service from the hours of 6:00 a.m.-11:30 p.m.

These buses, coupled with express buses which travel between the lot and CBD, will serve West Portland Park-and-Ride and other systems. Schedules in 1975 are coordinated so that headways during peak morning and afternoon hours would be a maximum of three minutes. Some local buses would become express buses between the station and downtown, reducing the demand for express buses, particularly during the peak hours.

When the Tigard Park-and-Ride station opens near the intersection of Barbur Boulevard and the Beaverton-Tigard Highway, the service area for the West Portland station will diminish in size. This change and its implications for West Portland are discussed in Appendix A.

CRAG's Recommended 1990 Bus Rapid Transit System lists seven lines which will eventually pass through the West Portland station. Included would be express buses from the Tigard Park-and-Ride station, local

TABLE 5

EXISTING BUS SERVICE THROUGH WEST PORTLAND PARK-AND-RIDE STATION

Route No.	Route Name	Headway* (mins.)	No. Buses Peak Hour Inbound	A.M.** Peak Cap.	No. Buses Peak Hour Outbound	P.M.** Peak Cap.	Origin	Time to (mins.) CBD	Time to (mins.) WPPR
40	Capitol Hill*	60	4	67%	3	38%	Jackson High School	31	5
41	PCC	30	4	101%	4	29%	PCC	27	5
42	Southwood Park*	60	2	72%	2	20%	Southwood Park (63rd & Douglas)	27	8
43	Tualatin Acres	45	3	83%	3	20%	80th & Taylors Ferry	27	8
44	Sherwood-Tigard*	60	7	105%	5	44%	Tigard	30	
45	Greenburg	30	5	84%	5	39%	Washington Square	37	16
78*	Sunset-Oswego[1]	30					Lake Oswego		

Source: Tri-Met Staff, data as of February 1975.

*All day, average headway.
**Two-hour peak period (7:00 a.m.-9:00 a.m., 4:00 p.m.-6:00 p.m.)

[1] Data incomplete due to new route.

routes similar to the 1973 existing routes, and the new cross-town route #78. By this time, other transfer points and satellite park-and-ride stops should have been developed, allowing patrons to use the park-and-ride system without having to drive to the West Portland station. Special service with minimal headway will be developed between PCC and the station so that students can take advantage of downtown express bus service. Tri-Met is presently developing alternative feeder bus system proposals for West Portland, reflecting equipment availability and neighborhood demand.

EXISTING AIR QUALITY

Existing ambient air quality at the proposed park-and-ride site and along the route was studied. Detailed results of the study were published in the West Portland Park-and-Ride Air Quality Technical Report (December 1974) available from the Oregon State Highway Division, Environmental Section. Five categories of pollutants were assessed using archival air pollution data collected by the Department of Environmental Quality and recent data collected by the Oregon State Highway Division. The pollutants include carbon monoxide, hydrocarbons, nitrogen oxides, suspended particulates, and photochemical oxidants. Data on carbon monoxide was obtained through an additional field study within the project study area. The table below summarizes the ambient data and compares it to standards.

The standards used in this table are the national air quality standards adopted by the Oregon Department of Environmental Quality. They are discussed in detail in the Technical Report. They were established to protect the most sensitive groups within our society: children and

TABLE 6

SUMMARY OF EXISTING AIR QUALITY IN THE PROJECT STUDY AREA

Pollutant	Present Status
CO	Background* -- typically 30% of standard, worst case** 60% of standard. Standards are exceeded near major roadways.
HC	Background -- typically 95% of standard, worst case 150% of standard.
NO_x	Estimated background 50% of standard.
Particulate	Background -- 30%-50% of standard.
O_3	Typical worst case 160% of standard, estimated worst case 210% of standard.

*"Background" is defined as the concentration of pollutants at a site which is unaffected by local sources such as highways, parking lots, or industries.

**"Worst case" refers to a period typified by extremely stable air with little or no wind. Such meteorological conditions enhance the build-up of pollutants.

the aged. In the terminology used by the Environmental Protection Agency, the standards are "those which in the judgment of the administrator, based on the air quality criteria and allowing an adequate margin of safety, are requisite to public welfare from any known or anticipated effects associated with the presence of air pollutants in the ambient air." The areas where these sensitive groups live, play, or work will be addressed as critical receptors. A publication entitled _A Citizen's Guide to Clean Air_, prepared by the Conservation Foundation, gives further information as to the nature and effects of various pollutants.

ENVIRONMENTAL IMPACTS

IMPACTS OF LOT SITE

Anticipated impacts are based on an analysis of the effect of the described proposal on the affected existing environment. However, the extent and intensity of impacts in the service area and neighborhood may not include accurate predictions, reflecting the lack of previous experience with park-and-ride systems in Portland. Knowledge of impacts generated by this park-and-ride development can be incorporated into planning other components of the park-and-ride system in the future.

The primary purpose of West Portland Park-and-Ride is to improve public transportation in the Portland metropolitan area by attracting riders who presently drive. Improved service will aid Portland in satisfying the ambient air quality standards set by the Oregon Clean Air Act Implementation Plan. While the improved service and improvement of air quality will benefit the local and metropolitan areas, loss of private land at the lot site will have an impact on the businesses and individuals displaced. More important, the station will likely serve as a catalyst for transition of land use to complementary uses on nearby parcels.

Appendix C contains detailed data concerning the characteristics of displaced individuals and businesses, and available relocation properties. Suitable relocation sites are available for each type of use displaced. Relocated businesses could receive some adverse impact as a result of the move in the loss of established clientele. The number of businesses and households involved is not substantial enough to significantly alter existing land-use patterns or effect services, either in this neighborhood or in areas where displacees may choose to relocate.

More specifically, relocation of commercial businesses should be accomplished with little or no impact on the relocation area. Office space for lease and commercially-zoned vacant land is readily available in southeast Portland. Motel unit owners may not wish to relocate in this area as I-5 has attracted much of the traffic that traveled Barbur Boulevard when these two facilities were built. Motel units are for sale throughout the city and the two displacees would be able to re-establish their businesses. The southwest area is one of the two most rapidly-growing concentrations of multiple-family rental units in the Portland area. Nearby rental units of comparable value are adequate to meet the needs of individuals displaced. Relocation impacts will be mitigated by individuals taking advantage of services described in the section entitled "Mitigation of Impacts."

Construction of the West Portland Park-and-Ride lot will generate pressure for significant land-use changes on properties adjacent to the facility. The extent of land-use changes will be directly related to the level of usage that the system receives. Transit-oriented commercial services can be expected to locate in areas convenient to park-and-ride system users. Such development could most readily take place within existing commercial zoning, which would not require significant zone changes. Pressure for additional commercial zone changes may be a real possibility, however, if the park-and-ride lot proves to be a major nodal force. Increased commercial activity can be anticipated, as existing businesses are replaced by others that are more transit-oriented and willing to pay the somewhat higher rents resulting from increased demands for properties within walking distance of the terminal. New businesses could include services such as shoe repair, cleaners and auto servicing where commuters could leave their items for the day, and pick-up services such as short-order restaurants and markets.

Improved transportation facilities and increases in commercial activity may encourage development of additional multiple-family dwellings in the area. The pressure for apartment development will be concentrated within walking distance of the terminal. While multiple-family housing is generally felt to be appropriate for areas surrounding transit stations, such development may be detrimental to existing single-family housing and overall residential quality. The Huber Street Study, which has recommended land-use and zoning plans for the project area, encourages single-family housing and restraints on multiple-family housing.

The Portland Planning Commission staff has completed an extensive study of neighborhood needs and opportunities relevant to the park-and-ride station. The topics discussed include land use along Barbur Boulevard, auto, bike, and pedestrian circulation in the project area, and the Portland Community College transfer function. The discussion, Appendix D, includes the issues, opportunities, and proposals for the neighborhood as they relate to this proposal. With the exception of a bike-pedestrian path through the lot, none of these proposals will be funded by Highway monies. Rather, these proposals are the programs of the Planning Commission to improve mobility for all modes throughout the neighborhood and take maximum advantage of a park-and-ride station.

Markham School Annex is one facility that could complement the needs of park-and-ride patrons in the future. The Annex is located on a 1.8 acre site less than a block from the lot. The school board anticipates discontinuing operations after June 1975 and moving the students to two other schools in the area: Smith and Stephenson.[21] The local public agencies involved in West Portland Park-and-Ride are examining possible uses for this property which would serve neighborhood needs and be complementary with the station. A neighborhood center and a day-care center are two possible alternatives.

The existing ambient noise contours for the site were determined and mapped from noise measurements taken at selected locations. These sites are shown on Figure 14. Measurements are listed in Table 8.[22] Noise levels for three alternative conditions--existing (1975), build (1996), and no-build (1996)--were projected and mapped. Future noise levels have been estimated through the use of prediction methods developed by the Federal Highway Administration[23] and the results of an Oregon State Highway Division bus sound study, both summarized in Appendix B.

[21] From a phone interview with Dr. Klinger, Deputy Supervisor in charge of Maintenance and Finance, Portland School District, January 21, 1974.

[22] Sound measurement sites were selected to insure the accurate representation of noise levels under various influencing factors. Measurements taken at sites 1 and 2 are representative of the noise levels generated by traffic on Barbur Boulevard; with site 1 depicting both the Barbur Boulevard-Capitol Highway intersection and the park-and-ride lot site noise levels. Sites 3 and 4 were utilized to obtain representative values for normal propagation of sound waves through the lot area due to the sites topographic characteristics. Site 3 is down a slight embankment, with site 4 farther down the embankment toward I-5 and, thus, receiving the effect of the I-5 generated traffic noise. Site 5, located across I-5 from the proposed lot was selected to aid in determining the influence of I-5 noise on the lot. The nearest critical receptor in the park-and-ride area is the Markham School Annex, the location of site 6.

[23] National Cooperative Highway Research Project (NCHRP) 117.

TABLE 8

SOUND MEASUREMENT SITES

Measurement Site #	Description	L_{10} 70	L_{10} 50
1	Barbur Blvd. in front of tire shop, approximately 200' from the I-5 overcrossing.	75	70
2	Barbur Blvd. in front of Bel Air Motel, approximately 1000' north of northern side of lot site.	76	70
3	East of Barbur Blvd. on S.W. Alice across from the Vista Motel.	74	70
4	Between I-5 and Barbur Blvd. on S.W. Alice, approximately 200' from I-5.	78	73
5	Corner of S.W. Evelyn and S.W. 37th across I-5 from proposed lot site.	80	74
6	In parking lot in front of Markham School Annex.	72	68

Present noise levels in the area of the proposed lot site are high, owing to the fact that the site is bordered on one side by I-5 and on a second side by Barbur Boulevard. Therefore, the site receives the composite effect of the traffic generated noise from both roadways. As shown on map 14a, the FHWA L_{10} guideline of 70 dBA[24] is presently exceeded for all receptors within an average of 175 feet of the nearest travel lane of I-5 and an average of 100 feet of the nearest travel lane of

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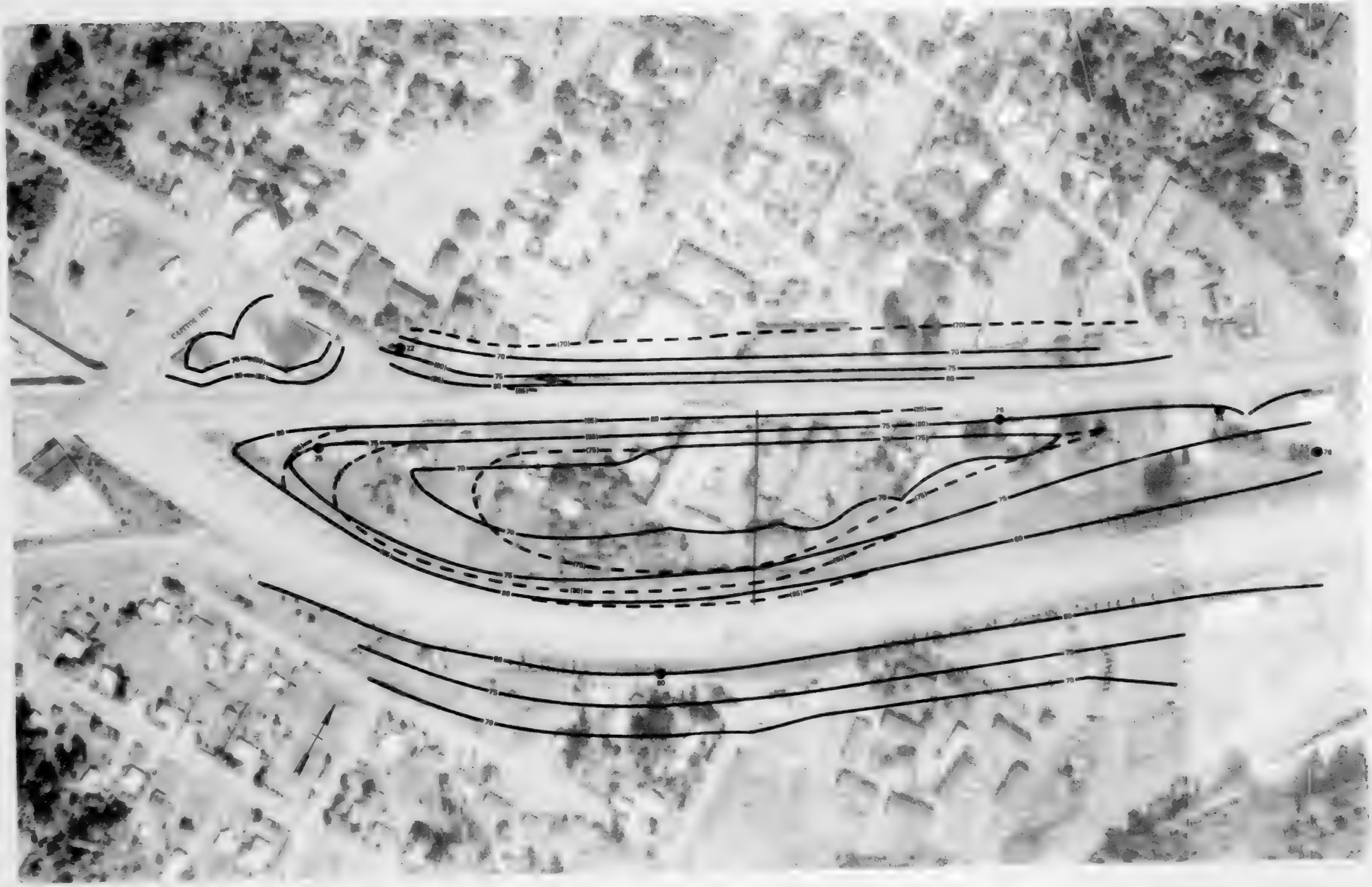
[24] The Federal Highway Administration, through PPM 90-2, states that receptors--residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks--should not be exposed to noise levels greater than 70 dBA more than 10 percent of the time.



LOT SITE
NOISE CONTOURS L_{10}
PROJECTED 1996 NO BUILD

LEGEND

— 70 — PRESENT/EXISTING
— (80) — PROJECTED 1996 NO BUILD
● 76 SITE & MEASURED VALUE

Figure 14-A

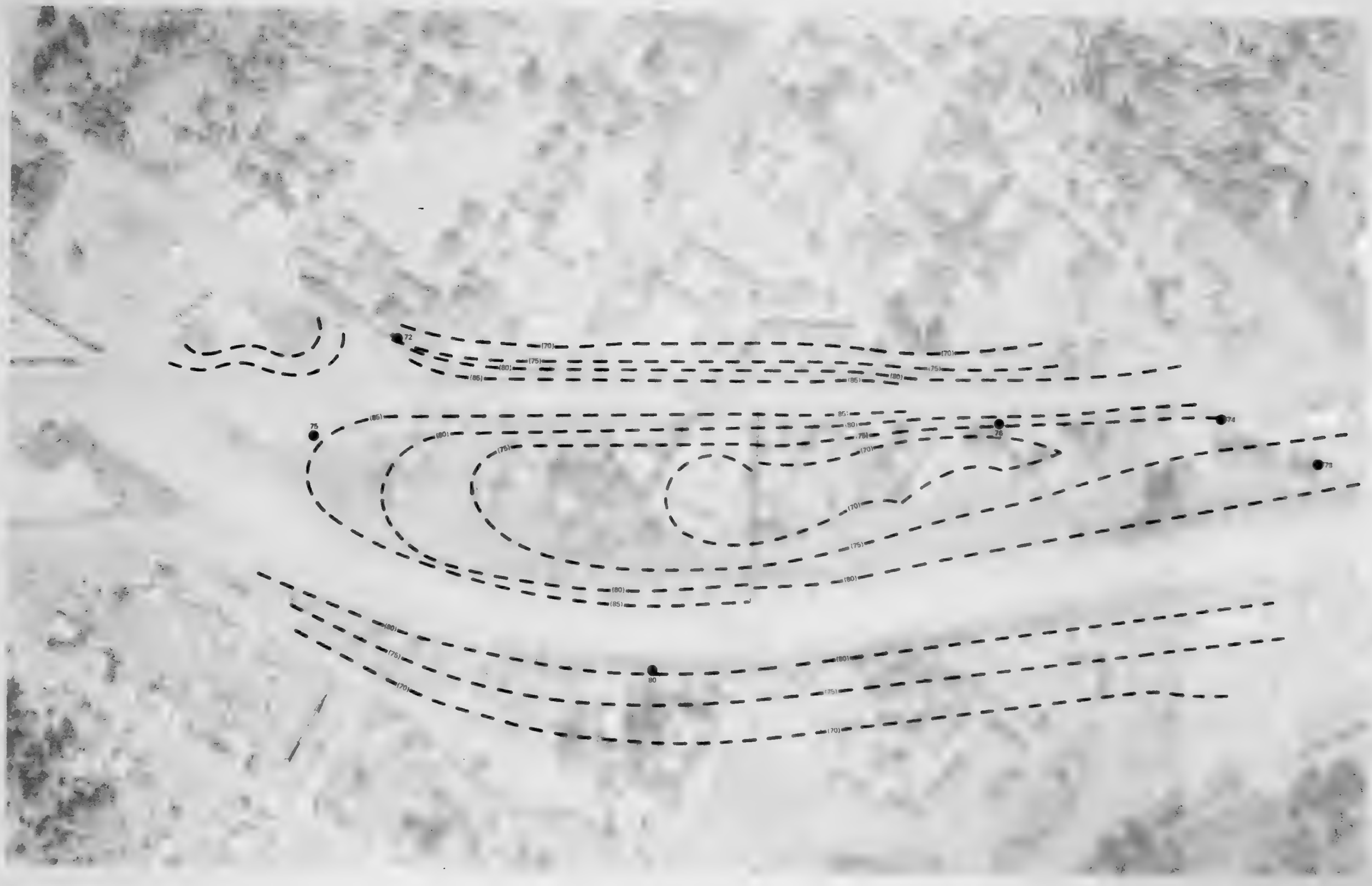


Figure 14-B

LOT SITE
NOISE CONTOURS L_{10}
PROJECTED 1996 BUILD

LEGEND

—(80)— — PROJECTED 1996 BUILD
● 76 SITE & MEASURED VALUE

Barbur Boulevard.[25] [26] More specifically, the existing L_{10} 70 dBA contour extends through or encompasses a gas station and several shops on the east side of Barbur Boulevard, the entire area within the triangle formed by Barbur Boulevard, Capitol Highway and Taylors Ferry Road; and a tire shop, restaurant, four motels and three offices on the west side of Barbur Boulevard. The L_{10} 70 dBA sound contours associated with I-5 generated noise encompasses the rear portion of three motels located on and near the proposed lot site.

Noise levels will increase approximately 5 dBA over the existing (1975) noise levels by 1996 under the no-build option.[27] This increase in noise levels would place the L_{10} 70 dBA contour 275 feet from the nearest travel lane of I-5 and 120 feet from the nearest travel lane of Barbur Boulevard.

The impact of this increase in sound levels will be to have the entire proposed park-and-ride lot above the L_{10} 70 dBA guideline. The Markham School, however, will remain outside the L_{10} 70 dBA contour.

Existing noise levels will also increase after the park-and-ride lot is built. By 1996 estimated noise levels will increase by 8 dBA over existing levels (1975). Congestion and increased vehicle use,[28] resulting in the 8 dBA increase will extend the L_{10} 70 dBA level 150 feet from the edge of the nearest lane along both sides of Barbur Boulevard and 275 feet from the edge of the nearest travel lane of Interstate 5. These contours are shown on Figure 14B.

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[25] These figures were derived based on the field measurements taken, the NCHRP 117 methodology and the existing physical features associated with the lot site, i.e., the I-5 retaining wall, topography, existing buildings in the area, and the stop-and-go traffic at the intersection of Barbur Boulevard and Capitol Highway.

[26] This information is considered indicative of exposure levels throughout most of the day (7:00 a.m. to 7:00 p.m.) because traffic volumes remain fairly constant throughout the day.

[27] The 1996 no-build noise values were developed using the FHWA-developed computer program NCHRP 117. Projected traffic volumes formed the basis of the predictions and were combined with other parameters such as topography, walls and barriers, and traffic signalization.

The impact of this noise increase will be to completely engulf the park-and-ride lot with noise levels in excess of the L_{10} 70 dBA guideline and extending the L_{10} dBA level an additional 50 feet along Barbur Boulevard and an additional 100 feet from I-5 when compared with the present existing (1975) condition. The Markham School Annex will remain outside the 70 dBA contour.

To summarize, L_{10} 70 dBA noise levels presently extend 100 feet from the edge of the nearest lane along both sides of Barbur Boulevard and 175 feet from the edge of Interstate 5. For both the 1996 build and no-build options, noise levels at the lot site and the area between Barbur and I-5, where they run parallel, will be in excess of the L_{10} 70 dBA FHWA guideline. Opposite the lot site across Barbur Boulevard 1996 L_{10} 70 dBA levels are expected to extend 120 feet for the no-build and 150 feet for the build. Interstate 5 generated L_{10} 70 dBA noise levels will reach 275 feet for either build or no-build 1996 conditions.

The Technical Appendix on Air Quality, more than 70 pages in length, is too long to reproduce as an appendix to this document.

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[28] The congestion is due to the reduced speeds and turning movement required to gain entrance to or leave the park-and-ride lot. As patrons utilize the facility, the result will be an increase of vehicle traffic in the immediate vicinity of the proposed lot site. This analysis assumes the lot will be used by approximately 300 vehicles in 1976.

Therefore, the air quality impacts of the selected site and route alternative are summarized below. Copies of this report are available from the Oregon State Highway Division upon request. Federal legislation requires the pollutant emissions from motor vehicles to be reduced to approximately 90% of their uncontrolled levels by 1977.[29] While delays and compromises have occurred in recent months, diminishing the effectiveness of these regulations, it is still anticipated that vehicle emissions will be reduced drastically in the next few years. Figure 15 depicts the predicted decrease in vehicle emissions in the study area.[30] Projected future increases in traffic were included in this analysis. It shows that a 30% to 40% reduction in predicted concentrations is expected in the first three years after construction. Construction at this site with the anticipated feeder bus service is the most positive action for air quality of the alternatives studied, including no-build.

The Oregon State Highway Division has determined that the site and route are consistent with the Oregon Clean Air Act Implementation Plan and Portland's downtown control strategy. The U.S. Environmental Protection Agency has determined, in their formal response to the Draft Environmental Impact Statement, that the project "is consistent with the approved Portland Transportation Control Plan and the Oregon Clean

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[29] Since the publication of the DEIS and the West Portland Park-and-Ride Air Quality Technical Supplement this date has been moved to 1978. Impacts on the air quality in the West Portland area will not be altered by this date change, and data presented in the reports remains accurate.

[30] Total emissions were obtained by multiplying vehicle miles of travel associated with each alternative for 1975 and 1993 times an appropriate vehicle emission factor (grams of pollutant per vehicle-mile as determined by the average travel speeds, percentage of heavy trucks and buses, and vehicle age mix) to arrive at the total emissions of each alternative in the study area (tons per year). This procedure was used to examine the three most important pollutants generated by motor vehicles--carbon monoxide, hydrocarbons and nitrogen oxides.

Air Act Implementation Plan." The Highway Division will apply for a construction permit from DEQ prior to implementing this project.

The process of predicting future air quality involves the manipulation of many variables which are all subject to statistical error. These variables are listed in Table 8. The computer programs used in the analysis of this project have been validated in actual situations where many variables were determined by field measurements.[31] Errors 11 through 14 have been found to be very minor by use of this validation and would not exceed one percent in total magnitude. The other parameters however can vary greatly and thus introduce errors of considerable magnitude. Traffic data is based, in part, on historical trends which have been very reliable in the past, but more recently have oscillated and reflected the availability of gasoline and the changing desires of the traveling public. The magnitude of the errors associated with traffic projections (items 1 through 6) have not been quantified but it could be reasonably expected that errors up to 10 or 15 percent may be introduced. A ten percent error in the forecasting of I-5 traffic volumes alone was found to introduce an error for the entire region of between 4-1/2 and 6 percent in predictions for 1976 and 3-1/2 to 5-1/2 percent[32] for 1994.

Items 7 through 10 are all related to emission control strategy and in long-term projections should represent only a minor source of error.

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[31] Ruth S. Sheridan, "Application and Validation of Atmospheric Dispersion Models"; Proceedings-Environmental Systems Analysis and Planning, Salem, Oregon; Systems, Science and Software; August 29, 1974.

[32] Wall Street Journal, Review and Outlook: The Ivy League Auto Report (October 28, 1974), p. 8.

TOTAL EMISSIONS 1975 - 1993

The variation of total emissions with time can be used to estimate the length of time a standard may be exceeded adjacent to a roadway. The following chart was prepared from the worst case alternative for each pollutant.

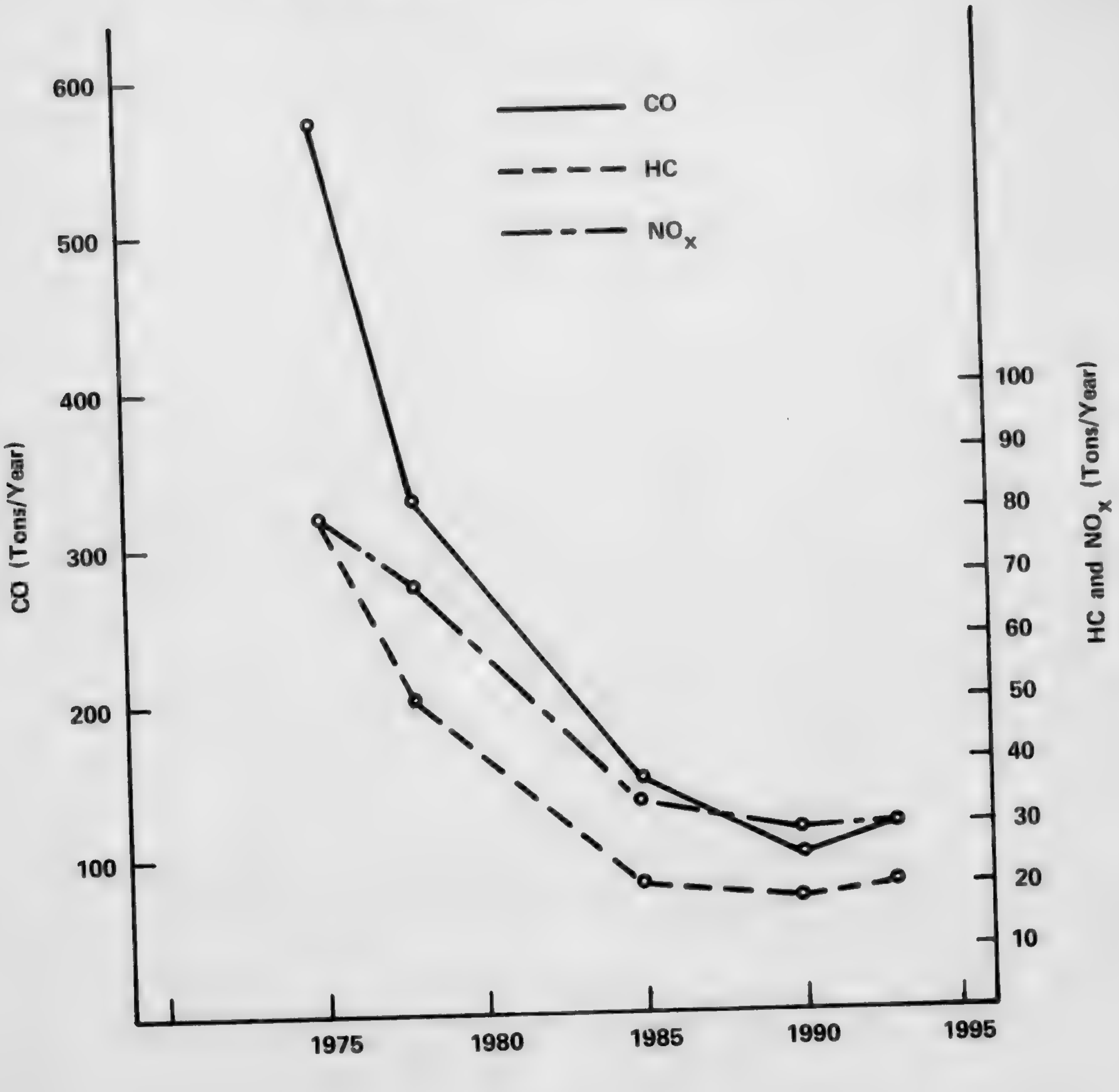

Figure 15

Recent delays in control usage do not increase pollution, but only slow down the process for the final attainment of the clean air goal.[33]

TABLE 8

LIST OF PROBABLE ERRORS

Parameter

1. Estimated traffic volumes
2. Vehicular volume - density relationship
3. Vehicular density - speed relationship
4. Assumed steady state traffic flow
5. Estimated truck mix
6. Estimated peak-hour volumes
7. Variations of emissions with speed
8. Emission control strategy
9. Expected age and mileage of vehicles
10. Deterioration factors
11. Dispersion coefficients
12. Modeling of topography
13. Atmospheric reactions and absorption
14. Mechanical turbulence induced by traffic

IMPACTS OF THE EXCLUSIVE LANE

Implementation of West Portland Park-and-Ride includes development of an exclusive bus lane on Barbur Boulevard between Slavin Road and the CBD, a modification of Alternative 3 as presented in the DEIS. Impacts of implementing an express lane along Barbur Boulevard include alteration of vehicle movement patterns and change in land use. These impacts are anticipated to be minimal in scope and scale.

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[33] Changes in concentrations varied depending on the individual pollutant considered.

Small parcels of right-of-way will be required to provide space for acceptable auto lane widths and the exclusive lane through the Hamilton intersection area. Approximately 2400 square feet of additional land will be needed to accommodate these modifications. The land includes two six-foot-wide strips on the west side of Barbur Boulevard between Bancroft Street and Hamilton Street, and one five-foot strip on the east side of Barbur Boulevard between Hamilton Street and Condor Avenue. The affected parcel between S.W. View Point Terrace and Hamilton Street is presently used for parking and landscaping by an insurance company. The lot between Bancroft and S.W. View Point Terrace is occupied by a single-family dwelling, but the portion of the lot to be acquired contains no structures. Dedicating these three strips of land to transportation use will be a permanent change in land use. Impacts on the original owners, in terms of loss of landscaped areas, a few feet of parking space and vacant land is negligible.

The express bus lane will affect turning movements and access along Barbur Boulevard due to restricted left-hand turning along the boulevard, except at the Hamilton Street intersection. Double striping will be in effect from the south end of the intersection through S.W. View Point Terrace to restrict northbound turning movements from Barbur Boulevard. A left turning lane will be provided for the southbound traffic on Barbur. Left turning movements for southbound traffic will require a 100° turn west from Barbur Boulevard onto Hamilton Street. Northbound traffic on Barbur Boulevard will also be restricted by exclusive bus movements and double striping from turning west onto Hamilton Street.

and projected 1996 map contours are shown on Figure 16. Three conditions were again analyzed: existing (1975), build (1996), and no-build (1996).

Present vehicle use on Barbur Boulevard generates an average L_{10} 70 dBA noise level 100 feet from the edge of the nearest travel lane. Due to the alignment of the roadway, the 70 dBA contour is not constant.[34] Six sites along Barbur Boulevard[35] were therefore selected to obtain existing noise levels. Noise measurements obtained at these sites and used with calculated values indicated the average 100-foot 70 dBA intrusion.[36]

Therefore, any and all structures within 100 feet of the roadway, including the Seventh Day Adventist Church at the corner of Barbur Boulevard and Hamilton Street, and the apartments on Barbur Boulevard, presently experience noise levels greater than 70 dBA at least 10 percent of the time. It must be noted that most church activities do not occur during peak traffic-flow periods.

The projected 1996 vehicle use on and for Barbur Boulevard without the affects of the park-and-ride facility will have average L_{10} 70 dBA noise level 125 feet from the edge of the nearest traveled lane. All receptors within 125 feet of the edge of Barbur Boulevard will be exposed to L_{10} 70 dBA noise levels or greater. The net effect

[34] Gradients, curves, signaled intersections, the relationship of buildings/structures, and the amount and density of trees all have an effect on the predictional patterns and variations of noise and its reaction.

[35] Noise measurements were taken at six sites near the intersection of Hamilton Street and Barbur Boulevard. (See Map 5) Measurement site 3, when compared with site 2, indicates the influence of the embankment. Sites 4 and 5 exhibit the attenuation affect of the amount and density of trees.

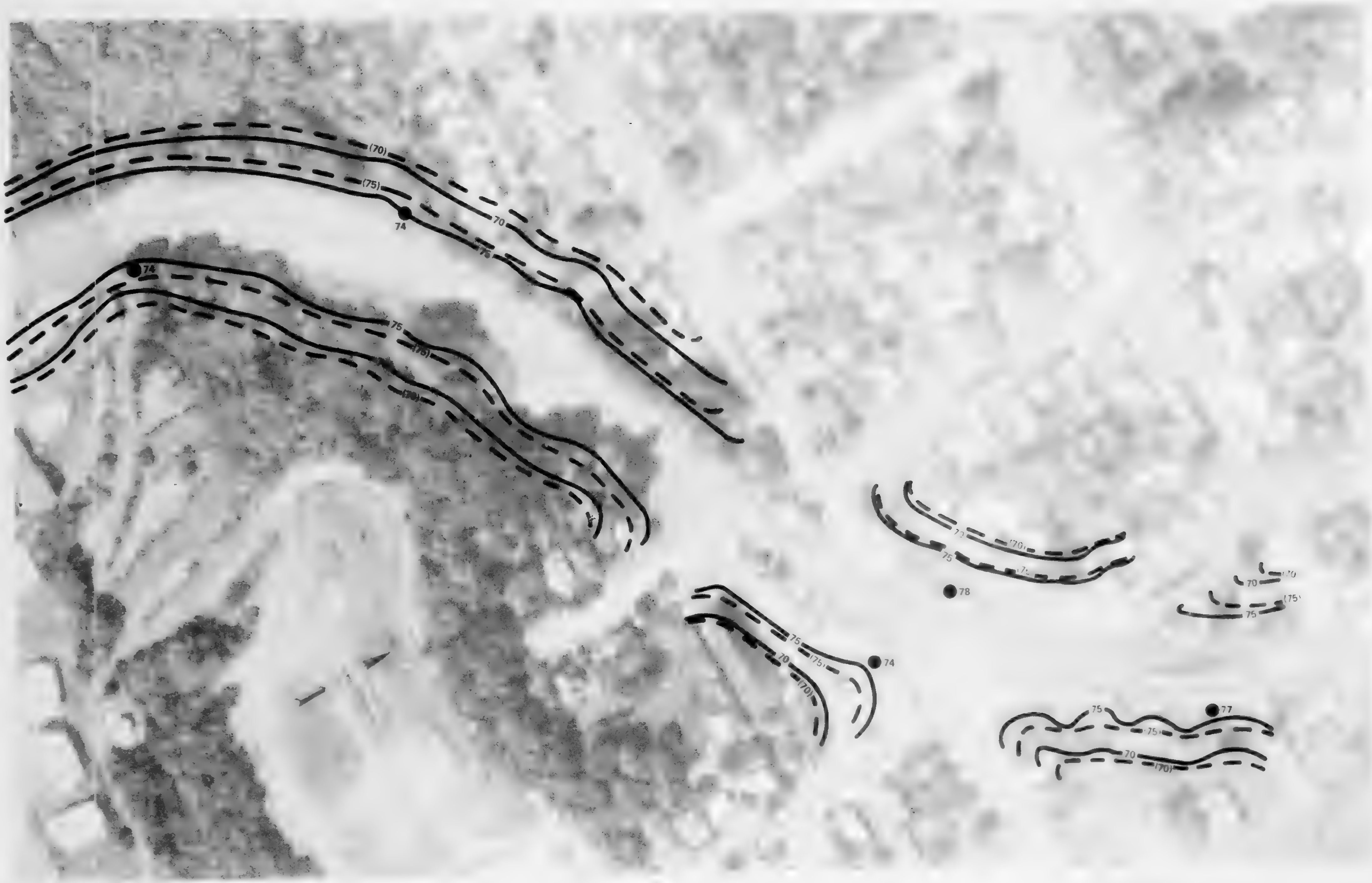
[36] Measurement sites 1 and 2 in the lot evaluation were also used as an indication of Barbur Boulevard traffic generated noise.

Turning restrictions along Barbur Boulevard will have impacts on access to the Rasmussen Apartment complex. Northbound direct access from Barbur will be maintained. However, southbound access will require a new route from the Hamilton Street intersection. This route will require out-of-direction travel to reach the apartments.

Turning movements and traffic flow will be controlled by resignalization. Resignalization will give preferential treatment to buses on the exclusive bus lane, which may also delay auto movement. The beneficial impact of this preferential treatment will be a decreased travel time for buses between the lot and the CBD.

West Portland Park-and-Ride will supplement car use with an attractive, efficient public transit alternative, which will save gasoline. If West Portland Park-and-Ride attracts the anticipated approximately 300 vehicles to park daily, which would have traveled to the CBD, it will reduce gas consumption by approximately 2,500 vehicle miles daily, or 190 gallons, assuming an average of 15 miles per gallon per vehicle. This savings does not include the number of people attracted to feeder bus who now drive downtown. While buses would consume diesel fuel, the overall requirements for scarce fossil fuels will be reduced. If West Portland Park-and-Ride is not implemented, then approximately 300 individuals, primarily commuters, would have no other choice but to continue to drive to the CBD after 1976.

The measurements used for constructing existing noise contours for the route were taken at the location of both greatest potential congestion and largest number of critical receptors; the Hamilton Street-Barbur Boulevard intersection area. Noise measurement sites, and existing



BUS TRAVEL ROUTE
BARBUR BLVD. & HAMILTON ST.

Figure 16

in 1996 will be an increase of noise to the extent that the 70 dBA contour is extended 25 feet over present conditions.

The basic highway alignment along Barbur Boulevard will remain the same if the park-and-ride proposal is implemented. The only exception will be minor widening near the Barbur-Hamilton intersection to accommodate a left-turn lane. It is estimated the average L_{10} 70 dBA noise level will extend 125 feet from the edge of the nearest lane along Barbur Boulevard for the 1996 build condition. This is the same as with the no-build condition.

To summarize, the intrusion of adverse noise levels along the proposed bus route will depend upon the specific site and/or receptor. It has been estimated and confirmed by on-site measurements that the present existing L_{10} 70 dBA level extends, on an average, 100 feet from the edge of the nearest lane. Calculated and projected 1996 L_{10} 70 dBA levels are expected to extend 125 feet for the no-build condition with possible increases of 1 or 2 dBA for the 1996 build. Any and all receptors contained within these distances will be exposed to noise levels in excess of the FHWA L_{10} 70 dBA guidelines.

Air quality impacts on the route were examined on regional and local scales. A more complete discussion of the procedures and methodologies used to determine the air quality impacts is contained in the West Portland Park-and-Ride Air Quality Technical Report. This report concludes that the route impacts on the three most important pollutants generated by motor vehicles--carbon monoxide, hydrocarbons, and nitrogen oxides--will be favorable when compared to the no-build option.

The Technical Appendix includes an analysis of carbon monoxide, nitrogen oxides and ethylene under typical and worst-case meteorological conditions. Impacts vary depending upon wind movement.

In 1975, during typical meteorological conditions, i.e., good ventilation, neither the one-hour nor eight-hour carbon monoxide standards will be exceeded outside the Barbur Boulevard right-of-way. It is projected that concentrations in 1993 will be reduced to approximately one-fourth of those for 1975.

During worst-case meteorological conditions, the route will be below the one-hour standard outside the right-of-way line. In 1993, the route will not exceed the one-hour standard.

In 1975, during worst-case meteorological conditions, the route will exceed the eight-hour standard near I-5 under west-wind conditions. Under less common east-wind conditions, the impacts will be greater, with all areas between I-5 and Barbur Boulevard and variable portions beyond Barbur Boulevard above the eight-hour standard. The route is predicted to be below the eight-hour standard in 1993 outside the travelway.

The ethylene analysis showed that in 1975, during typical meteorological conditions, the threshold level for effects on sensitive plants is predicted to be exceeded in the entire study area due to the estimated high background levels. Levels in excess of 50 ug/m^3 are predicted within 200 feet of the I-5 centerline for the route. In 1993, the route will not exceed 50 ug/m^3.

In 1975 during worst-case meteorological conditions, the ethylene concentrations will increase drastically--100 ug/m^3 will be exceeded within 500 to 750 feet of the I-5 centerline for the route. In 1993, the concentrations will exceed 100 ug/m^3 within 200 to 600 feet of the I-5 centerline under worst-case meteorological conditions.

The results of the nitrogen oxides analysis showed that the concentrations represent the estimated NO_2 (nitrogen dioxide) annual average concentrations, assuming that 50% of the NO_x ($NO + NO_2$) is NO_2.

The standard is predicted to be exceeded in 1975, within 350 to 750 feet of the centerline of I-5 for the route. 1993 standards will not be exceeded.

Only one critical receptor to the I-5/Barbur Boulevard corridor, Markham School Annex, is close enough to the I-5 centerline to receive significant impact during worst-case conditions with east winds. All homes adjacent to the corridor are receiving and will continue to receive significant impacts during worst-case conditions through 1978.

IMPACTS ON SERVICE AREA

The park-and-ride station will have an impact on the service area. The impacts may be more severe than impacts on the immediate site location, but are less certain or quantifiable. It is difficult to forecast impacts related to one factor against a background of dynamic conditions, each of which may have a more substantial effect on land development than the project itself. In addition, the scale of impacts in this rapidly suburbanizing area will depend a great deal on the ridership this system will be able to attract from other modes. Experience in other urban areas indicates that development of the entire park-and-ride system will accelerate changes in existing land-use trends. The West Portland facility alone, however, may have an insignificant effect.

The existing regional land-use plan, entitled the 1990 Interim Land Use Plan, was adopted by CRAG in October 1970, after existing regional and local plans were drawn together to ensure that local governments could qualify for federal funding during the years that CRAG would be developing a comprehensive regional plan. The interim land-use plan calls attention to the goals and policies underlying current planning, and the results that would be achieved if these policies were allowed to continue.

On April 12, 1974, CRAG adopted a radial corridor land-use planning concept, oriented to compliment a mass transit system. This concept emphasizes higher density use and population concentrations along established transportation corridors radiating out from the urban core. This concept will foster success of park-and-ride, as well as the proposed light rail system.

IMPACTS SUMMATION (Unavoidable Impacts)

Both beneficial and adverse impacts can be anticipated to result from implementation of West Portland Park-and-Ride. These impacts, discussed earlier in detail, are reiterated below in two frameworks as required by NEPA: irreversible and irretrievable commitment of resources and the relationship between short-term use and long-term productivity. Further, this discussion will classify impacts into three groupings: immediate, long-run, and unalterable.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

At the selected lot, 5.95 acres of land which is presently used for a variety of private purposes, will be transferred to public ownership as a parking lot. Four commercial businesses including 27 motel rental units and three single-family residences will be displaced and relocated on alternative private parcels. It is anticipated that, after land is committed to public ownership with highway funds, it will not revert to private use. The potential future use of this land for commercial, industrial, or residential purposes is thereby eliminated. This is not foreseen as a major constraint because alternative sites for development are available. Experience in other urban areas indicates that in the long run, the tax base should increase as the project should raise land values for some uses such as commercial development or multi-family units on parcels easily accessible to the station. Modifications to Barbur Boulevard to accommodate the express route can be modified in the future at minimal cost as the proposal does not include any structural or major engineering modifications.

Construction of the fringe parking facility will further commit the community to public mass transportation. Tri-Met will be committed to maintaining the station and providing adequate services.

The natural and manufactured resources required in constructing the proposed facility, including fuels and other distillates, will essentially be irretrievably committed, and the man-hours used for planning and construction will be irreversibly expended.

A small amount of natural habitat will be lost to resident species.

RELATIONSHIP BETWEEN SHORT-TERM AND LONG-TERM PRODUCTIVITY

Short-term effects are those that will result directly from construction of the West Portland Park-and-Ride facility. Construction activities will likely be objectionable to nearby residents because of increased noise and periodic air quality problems. Construction activities could cause minimal periodic disruption of traffic. Natural habitat will be destroyed; however, this habitat has minimal long-term value. During construction, traffic congestion and noise will increase temporarily along Barbur Boulevard, especially at intersections where laning and turn modifications are made. Construction along the corridor, which includes installing signing and marking the exclusive bus lane, will take several weeks. The construction of the station will take several months. Increased congestion during this time will be particularly noticeable at the Capitol Highway Interchange. Congestion will be greatest when the lot first opens, reflecting driver confusion and ignorance of the operation of this system.

Several short-term impacts will occur during and immediately after the opening of the park-and-ride system. Congestion will increase in the Capitol Highway Interchange because a majority of park-and-ride and kiss-and-ride patrons will pass through the interchange. Use of Barbur Boulevard will keep a greater number of vehicles on a local, commercially-developed arterial between the station and North Tigard Interchange.

There will be pressure for additional development near the parking lot. The area just to the north of the lot site will be an attractive location for businesses and multiple-family housing.

The scale and scope of short-term alterations to this neighborhood and the disruption of community travel patterns seem negligible impacts when compared with the long-term increased capacity for transporting people. Relocation will be limited to relatively few homes and businesses. The development of park-and-ride facilities is less disruptive than other available means of improving urban transportation, such as light rail which may require right-of-way and extensive construction. Kiss-and-ride will allow continued use of cars by other family members during the day, enabling two-car families to eliminate one vehicle.

Future transportation options will not be restricted under this proposal because the project will involve only a small investment for physical construction in a fixed location. The park-and-ride system represents a flexible means of responding to current and future transportation needs. Preferential bus lanes could easily be rededicated to general auto usage if the system proves ineffective or demand patterns are altered. If the system attracts more than the anticipated number of riders and travel demands warrant additional corridor alterations, options involving enlargement of the parking capacity at this station, building additional stations, modification of the corridor, and conversion to light rail are available. In contrast, the substantial investment necessary for new freeways or fixed rail transportation does not compare favorably with the savings of gasoline to be derived if this project is successfully implemented.

The trend of demand for additional parking lot and garage construction on valuable CBD property will be reduced. Parking areas are "dead space" for commercial activity and in terms of visual attractiveness. A 1970 land-use inventory conducted by the City Planning Department showed that approximately 19% of all the off-street land areas in downtown Portland was devoted to parking. Conversion of these areas to more productive land uses would encourage increased vitality. This proposal effectively trades suburban parking for CBD parking. This trade-off results in substantial parking cost savings. Kiss-and-ride feeder and demand-responsive bus service in the system would represent additional savings in both costs and space.

Increased reliance on transit could encourage higher-density suburban development in the service area and neighborhood adjacent to the station. If this occurs, suburban land resources and potential recreation and open space would be conserved. Expenditures for capital improvement and operation of urban services--such as water lines, storm and sanitary sewers, local collectors street systems, electrical power, telephone and gas distribution, police and fire protection--would be reduced over the long run by a more compact and intensive land development pattern. Higher-density development would insure a future built-in ridership for the system and would increase operation/cost ratios and levels of service.

MITIGATION OF IMPACTS

Displaced occupants of housing, businesses, and non-profit organizations who satisfy the eligibility requirements established by federal law, are assured relocation benefits.

Displaced homeowners who have been in occupancy 180 days or more may be eligible to receive a replacement housing payment. This payment is supplementary to the price paid for the State-acquired dwelling. Payments may be any amount up to a maximum of $15,000.

Homeowners in residence less than 180 days but more than 90 days, and renter-occupants of more than 90 days, may be eligible to receive either a rent supplement or a down payment. Payments may be any amount up to a maximum of $4,000.

Each instance of required displacement is carefully studied and benefit amounts are computed according to guidelines issued by the U.S. Department of Transportation. All claimants must occupy decent, safe and sanitary dwellings, and furnish proof that relocation monies will be expended exclusively for such housing.

The State will compensate the displaced business and non-profit organization for the cost to move personal property and search for a replacement site. In lieu of these benefits, they may be eligible to receive a cash payment not less than $2,500.000 nor more than $10,000.

The Highway Division's Right of Way Section also maintains lists of currently available housing and commercial sites. The relocation staff will provide assistance upon request to all persons who have difficulty securing replacement property.

Additional benefits and appeal procedures such as moving payments are available to eligible displacees. More information can be obtained from the Relocation Supervisor at the local Highway Division office.

Security measures will be taken to insure that passengers and their vehicles will be safe. These measures include fencing and lighting. Vandalism is anticipated as the biggest security problem. Periodic security patrols would control this problem.

Based on experience in other urban areas, the exclusive lane will require enforcement only periodically to ensure use of the lane is limited to high-occupancy vehicles.

To insure high levels of usage of the facility, a comprehensive marketing program will be developed by Tri-Met to inform the residents of the service area, and particularly the study area, of the advantages of the facility. In addition, the program will supply information tying the West Portland system in with the entire mass transit system.

Portland Planning Commission is committed to limit parking spaces in downtown Portland in the future. Implementation of this policy will contribute to the success of this facility.

Pressure for new development will result from the project. Planning and coordination by local public groups and governmental agencies will help to make the station and the adjacent area a viable transportation node which meets neighborhood needs. To meet this goal, the Portland Development Commission is investigating potential compatible use of these properties.

To avoid potential slides and extensive erosion, clearing and grading will not be conducted during the winter months. Retaining walls are included in the project to provide maximum lot width and erosion control.

Structures are being designed to blend with the surrounding area. The height and build of structures will be in harmony with the scale of buildings, where possible. The station is designed as a pleasant, attractive waiting area. The design provides for a smooth transition between modes.

Signs will be as small as possible, yet large enough to carry their messages to the public. Displayed information will be terse in wording and graphic in its visual aspect.

The parking areas, access roads, and bus loading areas will be lighted after dark. Luminaires will be shielded so as not to annoy adjacent property owners.

Existing noise levels at receptors within 100 feet of the proposed lot site and along the bus route exceed the suggested FHWA guidelines. Since most of the impacted receptors must maintain direct access to Barbur Boulevard, the possibility of continuous noise barriers or other physical means of noise abatement are not feasible. In some limited instances, and/or locations, some structural methods may be applied. One such location would be behind and between Barbur Boulevard and homes on S.W. Seymour. For this site a wall or berm could be constructed along that portion of Barbur Boulevard. To determine specific sites, an in-depth review and evaluation along the entire route would be required. Since lower noise levels cannot be obtained for the entire lot site and route, a request for an exception would be appropriate for this project.

AGENCY COMMENTS AND OREGON STATE HIGHWAY DIVISION RESPONSES

Comments to the draft environmental impact statement were received from ten public agencies and one private citizen. The following table is a listing summarizing their comments. A specific response to each comment follows the table. If the response has been incorporated in the text, it is noted in the response section.

Name	Dated	Comment
Soil Conservation Service	8/7/74	Site erosion control measures should be included.
Dept. of Public Works Clackamas County	8/12/74	Includes the Mt. Park Shopping Center development in systems and development.
Environmental Protection Agency	8/16/74	Rated L-0; Lack of objectives and adequate information.
Columbia Region Assn. of Governments	8/27/74	1) Expand rational for passenger use. 2) Pedestrians, bicyclists, and other modes of transportation should be recognized as a factor in land-use development. 3) Sufficient erosion controls be included. 4) Revisions to text be made concerning adopted land-use plans and auxiliary transit systems.
William K. Wilson	9/3/74	1) A discussion route of trade-offs is needed. 2) Minimize intrasite walking distances.
Multnomah County	9/11/75	Additional attention is needed in these areas: 1) the relationship between the facility and the regional transportation network 2) treatment of land use adjacent to the site

		3) cost/benefit analysis 4) direct access be provided from the corridor to the site 5) potentials for community focus 6) design functions be provided at a single location
United States Dept. of Interior	9/11/74	Additional attention is needed in these areas: 1) alternative modes 2) importance of natural areas 3) community center development 4) recognition of historical places
City of Portland	9/30/74	1) Recommends Site A. 2) Recommends express bus lanes.
Office of the Governor	10/7/74	DEQ reserves comment until the Air Quality Technical Report is reviewed.
Corps of Engineers	8/5/74	No comments.

Soil Conservation Service

Comment:

The following comments are limited to the section concerning mitigation of impacts, and are rather broadly related to our framework objective of providing quality in the environment for attractive, convenient and satisfying places to live, work, and play.

The mitigation of impacts might be improved by including the following:

Sufficient erosion control measures will be included as a part of the initial grading contract. Minimum areas will be graded or opened as needed.

Permanent soil protection and drainage facilities should be completed as early as practicable.

Temporary protection from soil erosion will be used as feasible and needed.

The statement for mitigation of impacts might be improved by including certain items from the criteria for lot design. This refers specifically to medium level peripheral plantings for screening, low level interior plantings for esthetic values, and noise barriers where needed.

> The visual impact would be minimized by the maximum use of vegetative cover. Deciduous trees to provide shade over as much of the area as practical would provide some climate amelioration by temperature control and solar radiation absorption and filtration. This could include vines for vertical surfaces.

Response:

The measures suggested are being considered in design of the project. Standard contract specifications include methods to minimize erosion during construction. References to plantings can be found in the text on page 29.

Clackamas County Public Works

Comment:

> Multnomah County and Clackamas County are presently working on a Draft Environmental Impact Statement for a highway project on Kerr Road, FAU 1017. In developing this statement for Kerr Road, the counties have indicated that transit stations would be developed in the proposed Shopping Center development in the Mt. Park area. Further, it is my understanding that the developer will be providing parking spaces for transit patrons. I would, therefore, hope that the Environmental Impact Statement relating to the West Portland Park-and-Ride Station would acknowledge a connecting bus system to the Mt. Park shopping area.

Response:

A connecting bus system between the Mt. Park shopping area and West Portland Park-and-Ride was discussed during the formulation of route plans for the park-and-ride system. Tri-Met proposes a bus route connecting Mt. Park and the park-and-ride lot after Mt. Park Shopping Center is constructed.

Environmental Protection Agency

Comment:

> We find the project consistent with the approved Portland Transportation Control Plan and the Oregon Clean Air Act

Implementation Plan in that it encourages use of public transit, reducing automobile traffic within the central business district. Our comments on this draft statement have been classified LO-1, LO (Lack of Objections) 1 (Adequate Information). The classification and the date of EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our review on proposed Federal actions under Section 309 of the Clean Air Act.

Response:

EPA's comments are noted.

Columbia Region Association of Governments

Comment:

Such a voluminous report should contain a summary listing major findings and recommendations at the beginning of the document.

Response:

A brief listing of environmental impacts can be found in the Summary of the Final Environmental Impact Statement, paragraph 4.

Comment:

Page 28: The discussion of "auxiliary transit systems," which the report limits to "feeder buses and kiss-and-ride," should be expanded to include pedestrian and bicycle systems. The recognition of these two modes as important transit support systems is crucial to their integration in overall transportation planning.

Response:

Pedestrian and bicycle systems have been integrated into this project. The bicycle/pedestrian overcrossing and at-grade crossings of Barbur Boulevard provide direct access from nearby residential areas. The station can be tied into the city bicycle plan. The station will offer an alternative route for residents of the Huber Street neighborhood to cross over Interstate 5 to the dangerous Capitol Highway Interchange.

Comment:

> Page 29: There is no need for footnote "8." If the intention is to point out that Multnomah County has thusly amended its plan then it should be directly stated.

Response:

The footnote refers to the direct quote taken from the Multnomah County amendment.

Comment:

> Figure 4: The dual color aspect of this map is good. However, the drafting component that attempts to distinguish local bus from express bus is inadequate.

Response:

Comment noted.

Comment:

> Page 30: "Rationale for Passenger Use" - the five groupings (facility safety, physical quality, facility reliability, facility flexibility, and parking fee) used to categorize the twenty variables used in developing transit ridership do not adequately account for all the variables. Certainly such a grouping should contain more inclusive groupings in the areas of cost and competition.

Response:

Variables used in developing groupings used to categorize passenger use were taken from a study of park-and-ride facilities. The article was written by U. R. Abdus-Samal, Dar Al-Handesch, Engineers and Architects, and W. L. Grecco, Civil Engineering Department, University of Tennessee. In their article "Predicting Park-and-Ride Parking Demands," the authors have attempted to describe factors influencing transit patronage. These variables reflect a literature review and monitoring of operating facilities.

Research for this study included a questionnaire survey of 60 agencies in 12 metropolitan areas to assess demand levels and factors affecting and/or contributing to park-and-ride success. The response received suggested a set of variables. The variables included (a) quality of station terminal building, (b) transit to downtown, (c) overall corridor travel speed of transit, (d) proportion of downtown jobs easily reached by the transit being transferred to transit fare, (e) availability and cost of transfer within transit system, and (f) ticket marketing and collection methods. From this list, the more general categories of facility safety, reliability, and flexibility were derived.

Comment:

Pages 33-34: The comparison of the features of the West Portland station with similar stations in other cities is excellent. Also, this comparison underscores the need for exclusive lane operation from the facility to realize the full potential of the park-and-ride concept.

Response:

Comment noted.

Comment:

Page 45: The last two sentences on this page should be omitted and the following inserted:

A 1990 Interim Land-Use Plan was adopted by CRAG in 1971. A Preliminary Comprehensive Land-Use Plan will be published by CRAG by the fall of 1974. A final comprehensive plan is scheduled to be completed in mid-1976.

Response:

Comment noted.

Comment:

Pages 47-49: This section of the report clearly identifies the many problems the pedestrian and bicyclist faces in negotiating the Capitol Hwy. - Barbur Blvd. - I-5 Interchange. Also, it identifies the current and future potential these two modes have as feeders to the facility. Special attention should be given to design the facility to augment the usage of these two modes.

Response:

Design features of the facility to handle pedestrian and bicyclists can be found in the Description of Project section, page 29.

Comment:

Page 51: The 1970 SMSA population figure used in Table 8 is incorrect. The number used, 821,897, is the 1960 SMSA population not the 1970 population.

Response:

The comment is noted and appropriate corrections have been made in Table 8.

Comment:

Figure 13: The dots on the graph are not identified as to what they represent, i.e., census tracts, traffic zones, etc.

Response:

Figure 13 is not included in the Final EIS.

Comment:

Noise Quality: No reference was made to the DEQ noise standards. Since these standards are considerably more stringent than the FDWA, and since their adoption is near, a reference to their impact should be included in the report.

Response:

DEQ noise standards have not been adopted or published as of this date.

William K. Wilson, Architect

Comment:

The express bus trip between the station and downtown requires a minimum number of conflicts. As important as a maximum average speed is a minimum number of stops, as an uninterrupted trip will give a "feeling" of efficiency and speed. A freeway routing with exclusive lanes is the best solution to this segment of the total trip. But with such high costs involved in construction of ramps, etc., this money may be better invested in the other two parts of the trip, providing a sophisticated signaling system is used to give express buses priority entering, leaving and traveling on Barbur Boulevard.

Response:

Comment noted.

Multnomah County

Comment:

The relationship of this facility to the regional public transportation network is not clear. Multnomah County's Park-and-Ride Amendment states that: "(the) location of the site should be selected with a view toward possible addition of other park-and-ride sites in the area." Another park-and-ride facility, utilizing the same corridor as West Portland, is proposed for the Tigard vicinity. Thus, if these two facilities are functioning in an integrated manner, convenient access between the sites must be provided. Access as stated in the DEIS to the West Portland Park-and-Ride facility would be from the Spring Garden Street Interchange, 1-1/4 miles to the south of the proposed site. Direct access to the site is from Barbur Boulevard. This circuitous route would seriously restrict the potential success of the public transit system for this sub-region. To meet the objective, access to the site should be directly from the traveling lanes. With substantial growth anticipated in the Washington Square area to the southwest, this problem is further augmented.

Response:

The route chosen from the proposed park-and-ride facility to the Portland CBD is S.W. Barbur Boulevard. This facility and another proposed park-and-ride facility near the intersection of Highway 99W (Barbur Boulevard) and Highway 217 in Tigard (as proposed by the DeLeuw, Cather study) would be directly connected along Barbur Boulevard. Buses traveling in both directions would have direct access to both stations.

Serving the projected growth to the southwest of the proposed park-and-ride facility, namely the Washington Square area, can efficiently be done via S.W. Taylors Ferry Road which intersects with S.W. Barbur Boulevard opposite the proposed park-and-ride facility.

Comment:

> Another factor requiring attention is the treatment of the land uses adjacent to the site. County policy states that, "the land use of the area immediately surrounding the sites should be benefited by the location of a park-and-ride terminal." This has not been fully addressed in the DEIS. The notion of "Community Building" around sites is integral to the measure of success of the system. The County recognizes its responsibility in this area and is actively committed to the establishment of uses which would directly complement the designed function of terminals. Supplementary to this, is that all intended functions of a park-and-ride facility be incorporated in a single location. This is to say that all access and egress, as well as transfers, be accommodated in a single location. Failure to do this would result in fragmentation and confusion of function and would ultimately detract from the effectiveness of the system.

Response:

The City of Portland is dedicated to a policy that land use in the area immediately surrounding the site will complement services provided by park-and-ride. Neighboring parcels are presently used for commercial purposes. The design goal for the station is to harmonize it with the existing cultural landscape. The station should attract small commercial development catering to the needs of park-and-ride patrons.

Comment:

> Cost of the facility is a major concern. The Multnomah County Board of County Commissioners has previously addressed this issue. The Board has encouraged use of existing facilities as an interim measure or as supplements to the larger stations. No cost-benefit analysis has been set forth in the DEIS as a basis for a decision to spend up to $17 million of public money. An expenditure of this magnitude must be carefully evaluated in relation to: (1) the cost of a total regional transit system, and (2) the benefits to be accrued to the people of the region.

Response:

A cost-benefit analysis of the park-and-ride system, including the regional aspects of the project has been completed. See Appendix G for a summary of its findings.

This discussion centers on the selected alternative and treats the relative merits of the most expensive alternative proposal only in a cursory manner.

Comment:

> Recommendations: Multnomah County specifically recommends the following: That direct access be provided from the corridor to the site to facilitate the functioning of this facility in a regional context.

Response:

Present preliminary designs call for the park-and-ride station to have access to Barbur Boulevard at two locations. One vehicle entrance and exit is just southerly of Taylors Ferry Road intersection with Barbur Boulevard and the other is adjacent to the Tower Restaurant at the extreme northerly end of the site. Barbur Boulevard is a major primary highway lying within the southwestern transportation corridor of the city of Portland. Local traffic from Tigard and cities westerly and southerly of

Tigard have the choice of traveling Barbur or I-5 from the North Tigard Interchange into Portland. Traffic from Tualatin and areas southerly have access to Barbur from I-5 at North Tigard Interchange. Vehicles leaving the station southbound can enter the freeway at Capitol Highway Interchange and those northbound, a small percentage of total projected trips, can enter from the Capitol Highway Interchange or Spring Garden Street Interchange approximately 1-1/2 miles northerly of the station. Direct access from the lot to I-5 was considered during preliminary route selection and lot design, as discussed in the DEIS, but was subsequently rejected due to construction needs and costs.

Comment:

> That evaluation be given to the potentials for community focus in the form of a town center clustering of private and public commercial and service uses in association with the park-and-ride terminal.

Response:

Private and public commercial and service uses in association with the park-and-ride station have been considered through complementary station design, and access points between station and existing neighborhood facilities. Encouragement of complementary development will be largely at the discretion of local governing bodies through active application of zoning and other land-use planning tools to reach the desired goals.

Comment:

> That all designed functions of the park-and-ride facility be provided for at a single location.

Response:

The functions of the park-and-ride station including parking facilities, station services, kiss-and-ride approaches, pedestrian and bicycle overcrossing, express bus ingress and egress, and transfer to other buses will all be located at the selected site on Barbur Boulevard.

Comment:

> That a cost/benefit analysis be performed to justify a capital expenditure of this magnitude.

Response:

A cost/benefit analysis has been performed and is Appendix G of the Final EIS.

Comment:

> That further work is needed to develop the relationship of this project to the regional system.

Response:

The project is in conformance with the most-recently adopted version of the Columbia Region Association of Governments (CRAG) 1990 Regional Transportation Plan.

Comment:

> That particular attention be paid to the possible integration with a light rail system.

Response:

Other modes of transportation, including light rail, were studied, during the development of a transportation plan for the City of Portland. The Governor's Task Force established two possible modes of transport in the Barbur-Baldock Freeway corridor: 1) auto, and 2) light rail.

A number of rail lines have been constructed through S.W. Portland since West Portland became a suburban area. The only line which remains intact is the Southern Pacific Westside line, which is part of what has been identified as corridor #1 in the Portland Area Rail Corridor Study prepared by the Public Utility Commission. This line parallels the Willamette River from downtown Portland to Lake Oswego and then swings through Lake Grove to Tualatin and Newberg, with a branch running through Tigard, Beaverton, and Hillsboro, and terminating in Forest Grove. Inoperative alignments include a Southern Pacific line which runs along S.W. Fourth, Barbur Boulevard, Bertha Boulevard, and then through Raleigh Hills to Beaverton, Hillsboro, and Forest Grove; and the Oregon Electric right-of-way, which utilized the present Baldock Freeway alignment to Multnomah Boulevard with extensions into Beaverton and westward.

The preliminary investigation examined the feasibility of a light rail line on Barbur Boulevard utilizing the inoperative Southern Pacific line. The rails have been covered over by I-5 and Multnomah Boulevard, or have been removed. The task force study concluded that the cost of right-of-way and construction would be high and require a long-term construction time.

In the foreseeable future, express bus service is the most realistic public mass transit alternative to the automobile in this corridor. Bus services would require preferential treatment, and could compete for the same limited right-of-way between Multnomah Boulevard and the downtown area along Barbur Boulevard. If a light rail line is implemented in the future, consideration will be given to tying West Portland Park-and-Ride into the rail system, either by extending rail service to the West Portland station or connecting the bus station to the nearest rail station by express buses with small headways.

United States Department of Interior

Comment:

> The subject document provides a very thorough discussion of the transportation impacts of the proposal and the associated technical impacts; i.e., impacts on noise and air quality. There is, however, a lack of discussion about the potential impacts of this proposal on recreation, the remaining "natural" environments, and historic sites. All of these subjects are mentioned somewhere in the text; however, they should be addressed in much greater length in order to provide a better understanding of the proposal to the reviewing agencies.

Response:

This comment has been responded to within the revised text. See pages 35 and 39.

Comment:

> The "National Register of Historic Places" and the Oregon State Historic Preservation Office should be consulted to determine if sites on, or eligible for, the National Register will be affected. The former was published in the Federal Register on February 19, 1974, and is updated monthly. The address of the latter is: 300 State Highway Building, Salem, Oregon 97310.

Response:

A statement from the Oregon State Historic Preservation Officer has been received. No sites have been determined eligible for National Register recognition in the area.

Comment:

> Page 26, paragraph 2: Is the statement that "Alternatives which will save the most time for bus riders also happen to be those which will contribute to congestion of auto traffic" correctly stated?

Response:

The statement was correctly stated for noncontra-flow alternative. The most efficient bus lane alternatives would remove one lane of peak direction auto traffic to accommodate buses.

Comment:

> Page 38, paragraph 2: This description of the natural habitat of the two potential sites should be expanded. Particular consideration should be given to the importance of this habitat and open space to the immediate area in terms of both "open space" and "informal" recreation pursuits. Figure 6 indicates that a small wetland exists on Lot Site A. This, and any other special units that may exist, should be discussed.

Response:

The importance of the open land within the selected project site is insignificant. Open space is located on the east side of the site, predominantly on a hill footed by I-5. This area is not conducive to commercial and residential development, or non-leisurely pursuits, due to its slope and location.

The land itself could be of some value to wildlife, but due to its small size, proximity to heavily-traveled roads and location within an urbanized area, utilization is limited to species which tolerate or thrive in the proximity of man. The small wetland described in the DEIS is located at the northernmost end of the larger lot and will not be altered or impacted by construction of the park-and-ride station.

Open space in the area of the lot site, inaccessible from all sides, is not used for informal recreation pursuits. Its desirability for recreation pursuits, especially when compared with other small vacant parcels in the neighborhood, is minimal.

Comment:

> Figure 8: Within the study area numerous unidentified "community serivce" areas are indicated. If these include recreational areas, they should be discussed relative to the proposal, particularly if any of them may be "destination points" for Tri-Met riders from the CBD.

Response:

"Recreation areas" attracting potential patrons from the Portland urban area are not located in the West Portland neighborhood. A small, undeveloped park lies approximately one-half mile to the west of the station site. Mountain Park, a major housing development about two miles south, is already served by a bus route through the park-and-ride site. Recreation facilities in the Mountain Park development include an equestrian facility and a swimming complex.

Comment:

> Page 48, paragraph 1: The bike trail discussed in this paragraph should be shown graphically and any special provisions, i.e., bicycle lockers, etc., should be discussed at some length. The possibility of connecting the relatively nonconsumptive bus transportation with other nonconsumptive, nonpolluting modes of short-range transportation is ideal at park-and-ride lots. We recommend that planning be included to assure the utility of the proposed lot to the greatest number of pedestrians and cyclists possible.

Response:

Facilities to encourage bicycle and pedestrian use of the West Portland Park-and-Ride lot has been included throughout the planning stages. The project includes additional services for bicyclists and pedestrians, as discussed on page 29. A map showing access can be found after page 28. Bicycle lockers in the station and covered walkways through the parking lot are being considered in the design of the station. We do not feel that bicycle lockers should be discussed at some length!

Comment:

> Page 96, paragraph 1: The possibility of a community recreation center at the Markham School Annex and its relationship to the proposal should be expanded.

Response:

The Portland Public School Board intends to discontinue operations at Markham School Annex after June 1975, and will close the school. Future use of the building has not been decided although the School Board has initiated procedure to dispose of the property. The Portland Parks and Recreation Department has stated that the buildings could be used as a community center. This use would complement the park-and-ride station.

A nearby day-care center and other social services would attract potential park-and-ride patrons. Other possible uses suggested for the site include commercial use or private purchase. Although several groups have expressed an interest in the property, no group has offered a firm commitment to purchase the property. If no offers are forthcoming and public use funds are not appropriated, the property will be sold at a public auction.

Comment:

> Page 96, paragraph 2: This paragraph implies the possibility that the park-and-ride lot will act as an urban shaping mechanism. This concept should be expanded and the discussion include consideration of the potential impacts on comprehensive land-use plans.

Response:

Implementation of this park-and-ride station will have an insignificant effect as an urban shaping mechanism. Most of the land around the station is currently developed and any new future use modifications will be based on economic incentives, availability of land,

and zoning requirements. Any urban shaping that may derive impetus from the park-and-ride facility will be controlled by the local planning jurisdiction.

Comment:

> Page 99, paragraph 3: In the discussion of security measures to be taken at the park-and-ride lot, a serious attempt to define ways and means of securing bicycles should be included.

Response:

Security measures within the park-and-ride station will be incorporated in the design of the station by the Oregon State Highway Division and Tri-Met. The design of bicycle stalls which include security measures are one concern.

City of Portland

Comment:

> Siting, Take Area and Displacement - The Bureau staff recommends that the park-and-ride facility should be built on Site "A". Furthermore, it should be located as close as possible to the intersection of Barbur Boulevard and Capitol Highway, thus minimizing displacement of housing units and businesses. It now appears that a satisfactory station facility would not require any land take northeast of what is now the Tower Restaurant.

Response:

The site selected for the park-and-ride facility conforms with the area described in your comment.

Comment:

> Express Bus Route Design - The Bureau staff is generally in favor of running express buses in mixed traffic between West Portland and Slavin Road with the provision of an exclusive lane between Slavin Road and the downtown. We would, however, like to reserve further comment until specific proposals, costs, and traffic projections are presented by OSHD and Tri-Met.

Response:

The route chosen for bus use conforms with your specifications.

Office of the Governor

Comment:

The Department of Environmental Quality offered the following:

1. Air Quality data does not include information on projected ambient air lead levels. These levels may be of concern for any of the alternative locations.
2. DEQ's final evaluation of air quality impact must await the final site selection.
3. Additional technical information on air quality impact will be required after final site selection. The report "West Portland Park and Ride Air Quality Technical Report" mentioned in the Impact Statement is not available at DEQ for use in evaluating this project.

Response:

The West Portland Park and Ride Air Quality Technical Supplement was published December 1974. DEQ has reviewed this report and has requested supplemental information prior to issuing a construction permit. As the report did not include a discussion of lead, this information is presented below.

> The computer model, EXPLOR, was used to determine potential lead impacts resulting from the proposed project. The DEQ standard of 3.0 ug/m^3 as averaged over one month necessitated the use of "average meteorological conditions." These conditions were taken to be an average wind speed range of four to six miles per hour under class "C" atmospheric stability. The location of the highest traffic

volumes in the corridor, occurring on I-5 north of Terwilliger, was analyzed. Existing ambient air concentrations of lead from DEQ data indicated a geometric mean range of from 0.85 to 1.60 ug/m^3 for sampling sites near the project area. The results of the modeling for 1975, indicate a potential for elevated lead concentrations within 150 feet of the roadway centerline under highest vehicle loadings and meteorological conditions as discussed. The right-of-way width in this section varies from 140 feet to more than 400 feet. A survey of aerial photos shows no critical receptors would be affected. Reductions in lead concentrations are predicted for all subsequent years due to EPA's strategy to reduce lead content in gasoline.

Corps of Engineers

Comment:

The draft environmental impact statement for West Portland Park-and-Ride Section, Pacific Highway-Interstate 5, Multnomah County which you furnished to our North Pacific Division Office, has been referred to this District Office. We have reviewed the statement and have no comments relating to the Corps of Engineers' functional area of responsibility and expertise, basically: flood control, navigation and hydro-power.

Response:

Comment noted.

COMMENTS RECEIVED ON
DRAFT ENVIRONMENTAL IMPACT STATEMENT

The following letters were received in comment to the Draft EIS and are responded to in the preceding pages.

Index of Letters

Name	Date
Soil Conservation Service	8/7/74
Dept. of Public Works Clackamas County	8/12/74
Environmental Protection Agency	8/16/74
Columbia Region Assn. of Governments	8/27/74
William K. Wilson	9/3/74
Multnomah County	9/11/74
United States Dept. of Interior	9/11/74
City of Portland	9/30/74
Office of the Governor	10/7/74
Corps of Engineers	8/5/74

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street, Portland, Oregon 97205

August 7, 1974

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

The draft environmental impact statement for West Portland Park-and-Ride Section, Pacific Highway-Interstate 5, Multnomah County has been reviewed.

The following comments are limited to the section concerning mitigation of impacts, and are rather broadly related to our framework objective of providing quality in the environment for attractive, convenient and satisfying places to live, work, and play.

The mitigation of impacts might be improved by including the following:

Sufficient erosion control measures will be included as a part of the initial grading contract. Minimum areas will be graded or opened as needed.

Permanent soil protection and drainage facilities should be completed as early as practicable.

Temporary protection from soil erosion will be used as feasible and needed.

The statement for mitigation of impacts might be improved by including certain items from the criteria for lot design. This refers specifically to medium level peripheral plantings for screening, low level interior plantings for esthetic values, and noise barriers where needed.

The visual impact would be minimized by the maximum use of vegetative cover. Deciduous trees to provide shade over as much of the area as practical would provide some climate amelioration by temperature control and solar radiation absorption and filtration. This could include vines for vertical surfaces.

The opportunity to review and comment on this statement is appreciated.

Sincerely,

James W. Mitchell
State Conservationist

cc: August 13, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
J.H. Versteeg
Gary Potter
H.S. Cox
B.L. Gifford
J.C. McCormick
Alfred Shirley, Jr.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

August 12, 1974

Oregon State Highway Department
Environmental Section
Highway Building
Salem, OR 97310

Regarding the Environmental Impact Statement relating to the West Portland Park and Ride Transit Station, it is noted that no reference is made to a Feeder line from the Park and Ride Station to a proposed Shopping Center in the Mt. Park development.

Multnomah County and Clackamas County are presently working on a Draft Environmental Impact Statement for a highway project on Kerr Road, FAU 1017. In developing this statement for Kerr Road, the counties have indicated that transit stations would be developed in the proposed Shopping Center development in the Mt. Park area. Further, it is my understanding that the developer will be providing parking spaces for transit patrons. I would, therefore, hope that the Environmental Impact statement relating to the West Portland Park and Ride Station would acknowledge a connecting bus system to the Mt. Park Shopping area.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: 10MEI - M/S 325 August 16, 1974

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

We have reviewed the draft environmental impact statement for the West Portland Park and Ride.

We find the project consistent with the approved Portland Transportation Control Plan and the Oregon Clean Air Act Implementation Plan in that it encourages use of public transit, reducing automobile traffic within the central business district.

Our comments on this draft statement have been classified LO-1, LO (Lack of Objections) 1 (Adequate Information). The classification and the date of EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our review on proposed Federal actions under Section 309 of the Clean Air Act.

Thank you for the opportunity to review this draft statement.

Sincerely,

Hurlon C. Ray
Hurlon C. Ray
Assistant Regional Administrator
for Management

cc: August 20, 1974
G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
M. J. Klotz
E. L. Hardt

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
6400 S.W. CANYON COURT
PORTLAND, OREGON 97221
(503) 297-3726

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

August 27, 1974

Mr. L.W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Enclosed are CRAG Transportation Division's Review and Comments on the West Portland Park and Ride station. I trust these will aid in the development of an improved facility.

If you have any questions, please feel free to contact our Division.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

RE:TV/kt
enclosure

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford
M. J. Klotz
E. L. Hardt

REVIEW AND COMMENT

West Portland Park & Ride Draft EIS

General

The overall quality and completeness of the report is good. The writing is good and the graphics used are very good.

CRAG views regional park and ride stations as key components in its developing comprehensive land use/transportation plan. The success of such facilities is dependent upon the ability of the facility to provide an improvement in a transportation function to its prospective users, and the appropriate planning of symbiotic land uses in conjunction with the stations. Therefore, access to and from the facility by all modes, high levels of service to destinations, and supportive land uses adjacent to the facility are essentail to the long term success of such facilities.

This agency encourages the utmost attention be given to the design of the facility so as to allow easy ingress and egress to the facility for cars, pedestrians, and bicyclists as well as buses. Also, this agency encourages local agencies to view park and ride stations as an opportunity which will help support, and be supported by, other land uses.

Specific

- Such a voluminous report should contain a summary listing major findings and recommendations at the beginning of the document.
- Page 28
  The discussion of "auxilary transit systems", which the report limits to "feeder buses and kiss-and-ride", should be expanded to include pedestrian and bicycle systems. The recognition of these two modes as important transit support systems is crucial to their integration in overall transportation planning.
- Page 29
  There is no need for footnote "8". If the intention is to point out that Multnomah County has thusly amended its plan then it should be directly stated.
- Figure 4
  The dual color aspect of this map is good. However, the drafting component that attempts to distinguish local bus from express bus is inadequate.
- Page 30
  "Rationale For Passenger Use" - The five groupings (facility safety, physical quality, facility reliability, facility

flexibility, and parking fee) used to categorize the twenty variables used in developing transit ridership do not adequately account for all the variables. Certainly such a grouping should contain more inclusive groupings in the areas of cost and competition.

- Pages 33-34
  The comparison of the features of the West Portland station with similar stations in other cities is excellent. Also, this comparison underscores the need for exclusive lane operation from the facility to realize the full potential of the park and ride concept.

- Page 45
  The last two sentences on this page should be omitted and the following inserted:

  > A 1990 Interim Land Use Plan was adopted by CRAG in 1971. A Preliminary Comprehensive Land Use Plan will be published by CRAG by the fall of 1974. A final comprehensive plan is scheduled to be completed in mid 1976.

- Pages 47-49
  This section of the report clearly identifies the many problems the pedestrian and bicyclist faces in negotiating the Capitol Hwy - Barbur Blvd. - I-5 Interchange. Also, it identifies the current and future potential these two modes have as feeders to the facility. Special attention should be given to design the facility to augment the useage of these two modes.

- Page 51
  The 1970 SMSA population figure used in Table 8 is incorrect. The number used, 821,897, is the 1960 SMSA population not the 1970 population.

- Figure 13
  The dots on the graph are not identified as to what they represent, i.e., census tracts, traffic zones, etc.?

- Noise Quality
  No reference was made to the DEQ noise standards. Since these standards are considerably more stringent than the FHWA, and since their adoption is near, a reference to their impact should be included in the report.

30 Aug 74

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sirs:

Please consider the following comments relative to the site selection and bus routing for the West Portland Park and Ride project.

Realizing also the importance of economic, social and environmental impacts as criteria for decision making, my statements, as an architect involved in the schematic design of this facility, will be limited to topics of transportation and station design.

TRANSPORTATION

The Draft Environmental Impact Statement states that "The park-and-ride concept will succeed only if the proposed system, a new mode to many potential riders, is more desirable than their present mode, the private automobile." This desirability, based on both convenience and actual and psycological time savings must be given high priority.

A commuter trip of this nature can be looked at in three basic parts. (1) Home to Transit Station, (2) The interchange at the Transit Station and (3) Transit Station to Work. If any one of these parts is not efficient the entire system will fail.

Essential to the Home-Station trip along with the feeder bus and auto is the provision for grade separated pedestrian and bicycle access. As well as providing access to the station it would serve to tie together a neighborhood now bisected by Barbur Blvd. and I-5.

The interchange at the Station to be successful must incorporate (A) minimum walking distances between modes and (B) separation of modes from one another. Some conflict of course will have to be allowed but never should the pedestrian have to cross paths with other systems except possibly the automobile on secondary paths in parking areas.

The express bus trip between the station and downtown requires a minimum number of conflicts. As important as a maximum average speed is a minimun number of stops, as an uninterrupted trip will give a "feeling" of efficiency and speed. A freeway routing with exclusive lanes is the best solution to this segment of the total trip. But with such high costs involved in construction of ramps, etc., this money may be better invested in the other two parts of the trip providing a sophisticated signalling system is used to give express busses priority entering, leaving and traveling on Barbur Blvd.

SITE ANALYSIS AND STATION DESIGN

TOPOGRAPHY

On both sites topographical changes are major. This can be used to good advantage since grade separation of systems within the facility is required to minimize conflicts. With the opportunity to enter the station at different elevations, the grade separations between the modes can be made without excessive ramping within the facility. Site ABC with steeper slopes and with Barbur Blvd. ramping (as opposed to Barbur being level along Site D) offers more of these advantages. But Site ABC also creates greater problems in (1) gaining direct access to I-5 by either bus or auto and (2) in providing a continuous pedestrian-bike path across Barbur and I-5 and through the station as the total grade change is in excess of 50 feet.

SIZE

The smaller size of Site D offers the advantage of forcing parking to be multi-leveled. This creates a more compact facility and minimizes the walking distances between parked cars and busses. Site ABC though does not necessarily have to be as large as it is and a similar compact scheme could be designed for it.

SHAPE

Both sites are long and narrow but site ABC is somewhat wider and permits much more design flexibility when considering the large turning radius required for busses. Site D is extremely narrow and would be much harder to design an efficient station for.

LEVEL OF SERVICE

As stated before, the success of such a system depends upon the service it provides. If a scheme is adopted such as that shown for "level of service C" an unsuccessful system could result. From a design standpoint, the one level parking lots would require a great deal of cut and fill and retaining walls. This would be an insensitive use of the site and an eyesore as well. Both sites dictate a multi-leveled solution. Parking levels could be nicely terraced into the sites providing not only a better visual solution but also a more functional one.

CONCLUDING COMMENTS

A project of this nature to be done at all requires that it be done well. To shortchange it in the beginning could prove failure.

All need not be done initially but provision in the design stages for future implementation of additional systems and separation of systems is required.

Sincerely,

William K. Wilson

William K. Wilson Architect
6220 SW Capitol Hwy. #10
Portland, Oregon 97201

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
BEN PADROW
DAN MOSEE
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Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-3591 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

September 13, 1974

Dr. Jeffery Zinn
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Dr. Zinn:

I am forwarding to you Multnomah County's comments concerning the West Portland Park and Ride Draft Environmental Impact Statement. As directed by our Board of County Commissioners, these comments are to be included in the Final Environmental Impact Statement for this proposed facility.

Should you have questions concerning this matter, please feel free to contact me.

Very truly yours,

DEPARTMENT OF ENVIRONMENTAL SERVICES

Daniel M. Uman, Director

WL/DU/jb

Enclosure

September 11, 1974

COMMENTS TO THE WEST PORTLAND PARK AND RIDE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
SUBMITTED BY MULTNOMAH COUNTY OREGON

Multnomah County, by an action of the Board of County Commissioners on October 30, 1973, has formally endorsed the adoption of Park and Ride as an integral part in the development of an improved public transportation system for the Portland/Vancouver Metropolitan Region, and has accordingly amended the County's Comprehensive Plan to reflect this endorsement. Included in the amendment to the Comprehensive Plan are sets of goals and objectives, as well as criteria for the selection and design of the sites and corridors. The purposes of these elements of the amendment are two-fold. First, these elements, taken in total, act as a description of the ends which the system should attempt to meet. Second, as individual parts they are intended to serve as a basis for evaluation of specific proposals. Accordingly, it is appropriate to evaluate elements proposed in the West Portland Park and Ride Draft Environmental Impact Statement against these established criteria.

The County finds the establishment of a Park and Ride facility in the West Portland vicinity to be consistent in spirit and in concept with established County policies. However, several issues contained in the Draft Environmental Impact Statement require specific attention.

I. The relationship of this facility to the regional public transportation network is not clear. Multnomah County's Park and Ride Amendment states that; "(the) location of the site should be selected with a view toward possible addition of other Park and Ride sites in the area". 1 Another Park and Ride facility, utilizing the same corridor as West Portland, is proposed for the Tigard vicinity. Thus, if these two facilities are functioning in an integrated manner, convenient access between the sites must be provided. Access as stated in the DEIS to the West Portland,Park and Ride facility would be from the Spring Garden Street Interchange, 1¼ mile to the south of the proposed site. Direct access to the site is from Barbur Blvd. This circuitous route would seriously restrict the potential success of the public transit system for this sub-region. To meet the objective, access to the site should be directly from the traveling lanes. With substantial growth anticipated in the Washington Square area to the southwest, this problem is further augmented.

II. Another factor requiring attention is the treatment of the land uses adjacent to the site. County policy states that, "the land use of the area immediately surrounding the site should be benefited by the location of a Park and Ride terminal". 2 This has not been fully

1. Park and Ride Amendment to the Comprehensive Plan. Multnomah County, Oregon 1973. Page 10 #7

2. ibid. #3

addressed in the DEIS. The notion of "Community Building" around sites is integral to the measure of success of the system. The County recognizes its responsibility in this area and is actively committed to the establishment of uses which would directly compliment the designed function of terminals. Supplementary to this, is that all intended functions of a Park and Ride facility be incorporated in a single location.3 This is to say that all access and egress, as well as transfers be accommodated in a single location. Failure to do this would result in fragmentation and confusion of function and would ultimately detract from the effectiveness of the system.

III. Finally, cost of the facility is a major concern. The Multnomah County Board of County Commissioners has previously addressed this issue. 4 The Board has encouraged use of existing facilities as an interim measure or as supplements to the larger stations. No Cost/Benefit analysis has been set forth in the DEIS as a basis for a decision to spend up to $17 million of public money. An expenditure of this magnitude must be carefully evaluated in relation to; 1) the cost of a total regional transit system and 2) the benefits to be accrued to the people of the region.

Recommendation: Multnomah County specifically recommends the following:

1) That direct access be provided from the corridor to the site to facilitate the functioning of this facility in a regional context.

2) That evaluation be given to the potentials for community focus in the form of a town center clustering of private and public commercial and service uses in association with the Park and Ride terminal.

3) That all designed functions of the Park and Ride facility be provided for at a single location.

4) That a cost/benefit analysis be performed to justify a capital expenditure of this magnitude.

5) That further work is needed to develop the relationship of this project to the regional system.

6) That particular attention be paid to the possible integration with a light rail system.

NOTE: We wonder, if "Park and Ride" is an accurate title since most users will not be arriving by automobiles to park at the site.

3. ibid. #7

4. Public Hearing: Corridor and Design Review, Mt. Hood Park and Ride Draft Environmental Impact Statement.

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

September 11, 1974

ER-74/989

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

In response to your memorandum of July 23, 1974, we have reviewed the Draft Environmental Impact Statement for West Portland Park-and-Ride, Pacific Highway, Interstate 5, Multonomah County, Oregon.

General Comments

The subject document provides a very thorough discussion of the transportation impacts of the proposal and the associated technical impacts; i.e., impacts on noise and air quality. There is, however, a lack of discussion about the potential impacts of this proposal on recreation, the remaining "natural" environments, and historic sites. All of these subjects are mentioned somewhere in the text; however, they should be addressed in much greater length in order to provide a better understanding of the proposal to the reviewing agencies.

Compliance with the National Environmental Policy Act should be coordinated with the separate responsibilities of the National Historic Preservation Act of 1966 and Executive Order 11593 to ensure that historical and archeological resources are given proper consideration. Briefly, cultural resources should be treated as other aspects of the environment are; i.e., they should be inventoried, their significance evaluated, impacts upon them assessed, and mitigative measures discussed in environmental statements. To satisfy these requirements in the final statement, we have the following suggestions.

The "National Register of Historic Places" and the Oregon State Historic Preservation Officer should be consulted to determine if sites on, or eligible for, the National Register will be affected. The former was published in the Federal Register on February 19, 1974, and is updated monthly. The address of the latter is: 300 State Highway Building, Salem, Oregon 97310.

Specific Comments

Page 26, paragraph 2: Is the statement that "Alternatives which will save the most time for bus riders also happen to be those which will contribute to congestion of auto traffic" correctly stated?

Page 38, paragraph 2: This description of the natural habitat of the two potential sites should be expanded. Particular consideration should be given to the importance of this habitat and open space to the immediate area in terms of both "open space" and "informal" recreation pursuits. Figure 6 indicates that a small wetland exists on Lot Site A. This, and any other special units that may exist, should be discussed.

Figure 8: Within the study area numerous unidentified "community service" areas are indicated. If these include recreational areas, they should be discussed relative to the proposal, particularly if any of them may be "destination points" for Tri-Met riders from the CBD.

Page 48, paragraph 1: The bike trail discussed in this paragraph should be shown graphically and any special provisions, i.e., bicycle lockers, etc., should be discussed at some length. The possibility of connecting the relatively non-consumptive bus transportation with other non-consumptive, non-polluting modes of short-range transportation is ideal at Park-and-Ride lots. We recommend that planning be included to assure the utility of the proposed lot to the greatest number of pedestrians and cyclists possible.

Page 96, paragraph 1: The possiblility of a community recreation center at the Markham School Annex and its relationship to the proposal should be expanded.

Page 96, paragraph 2: This paragraph implies the possibility that the Park-and-Ride lot will act as an urban shaping mechanism. This concept should be expanded and the discussion include consideration of the potential impacts on comprehensive land use plans.

Page 99, paragraph 3: In the discussion of security measures to be taken at the Park-and-Ride lot, a serious attempt to define ways and means of securing bicycles should be included.

We appreciate the opportunity to comment on this document.

Sincerely yours,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant
to the Secretary

cc:
Council on Environmental Quality (5)
Director, Office of Environmental Project Review
Director, Bureau of Outdoor Recreation
Director, Fish and Wildlife Service
Director, National Park Service
Director, Geological Survey
Director, Bureau of Land Management
Regional Director, Pacific Northwest Region, Bureau of Outdoor Recreation
Regional Director, Pacific Northwest Region, Fish and Wildlife Service
Regional Director, National Park Service, Pacific Northwest Region
District Chief, WRD, Geological Survey, Oregon
State Director, Bureau of Land Management, Oregon
Division Engineer, Federal Highway Administration, Salem, Oregon
Regional Administrator, Region Ten, Federal Highway Administration

cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
A. E. Johnson
E. S. Hunter
H. S. Coulter
H. S. Cox
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B. L. Gifford
M. J. Klotz
E. L. Hardt
R. L. Schroeder
General Files

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

30 September 1974

MEMORANDUM

TO: Bob Bothman, O.S.H.D.
Edgar Waehrer, Tri-Met
Sarah Maguire, Jackson Community Association

FROM: Ernie Munch, Portland Bureau of Planning

SUBJECT: West Portland Park and Ride

During a meeting held on September 12th at the O.S.H.D. Metro Office, the staff of the Portland Bureau of Planning was asked to comment on the following points concerning the West Portland Park and Ride Station.

1. Siting, Take Area and Displacement

   The Bureau staff recommends that the park and ride facility should be built on Site 'A'. Furthermore, it should be located as close as possible to the intersection of Barbur Boulevard and Capitol Highway thus minimizing displacement of housing units and businesses. It now appears that a satisfactory station facility would not require any land take northeast of what is now the Tower Restaurant.

2. Pedestrian and Bike Facilities

   The accompanying drawings indicate the approximate location and recommended treatment of crossings of I-5 and Barbur Boulevard.

3. Express Bus Route Design

   The Bureau staff is generally in favor of running express busses in mixed traffic between West Portland and Slavin Road with the provision of an exclusive lane between Slavin Road and the Downtown. We would, however, like to reserve further comment until specific proposals, costs and traffic projections are presented by O.S.H.D. and Tri-Met.

4. City Policy Regarding Adjacent Land Uses

The Huber Street Study and a recent City Council hearing and action define a firm and current zoning policy for City land within a 1/4 mile radius of the proposed park and ride station.

Generally, the Council wishes to maintain existing zoning patterns, and adopt "Alternative B" as recommended in the Huber Street Study.

Specifically, several vacant parcels lie just to the north of Jackson High School and within the 1/4 mile walking distance. They are presently zoned R10. The Jackson Neighborhood Association has long advocated that this land be purchased by the City as a park. Such a purchase does not seem likely at this time because of the lack of funds. On the other hand, a majority of Council recently indicated (see page 13 of attached Council minutes dated September 18, 1974) that they would change the zoning of those parcels to R7 (rather than R5 as recommended)if they were presented with plans for a P.U.D.. The area in question is shown in "Alternative B" on page 20 of the Huber Street Study.

Attached:

1. Two drawings of park and ride station designs
2. Letter to Ernie Munch from Jerry Fitzpatrick
3. Ordinance No. 138844
4. Minutes of September 18, 1974, City Council hearing
5. Huber Street Study, dated April, 1974

ERM:bn

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

October 7, 1974

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Subject: West Portland Park and Ride
PNRS #7407 4 490

We have received comments suggesting areas for improvement on the West Portland Park and Ride draft Environmental Impact Statement subsequent to our letter of September 12.

The Department of Environmental Quality offered the following:

1. Air Quality data does not include information on projected ambient air lead levels. These levels may be of concern for any of the alternative locations.

2. DEQ's final evaluation of air quality impact must await the final site selection.

3. Additional technical information on air quality impact will be required after final site selection. The report "West Portland Park and Ride Air Quality Technical Report" mentioned in the Impact Statement is not available at DEQ for use in evaluating this project.

10-9-74

cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford
M. J. Klotz
E. L. Hardt

Sincerely,

Harold F. Brauner
Assistant to the Governor
Natural Resources

HFB:Lm

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-EQ

5 August 1974

Mr. L. W. Rulien
Project Management Engineer
5921 N.E. Glisan Street
Portland, Oregon 97213

Dear Sir:

The draft environmental impact statement for West Portland Park-and Ride Section, Pacific Highway-Interstate 5, Multnomah County which you furnished to our North Pacific Division Office, has been referred to this District Office. We have reviewed the statement and have no comments relating to the Corps of Engineers' functional area of responsibility and expertise, basically: flood control, navigation and hydro-power.

This opportunity to review and comment on the draft environmental statement is appreciated.

Sincerely yours,

Boris N Georgeff
for L. J. STEIN
Chief, Engineering Division

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APPENDIX A

SYSTEM RIDERSHIP ESTIMATES

1976 Ridership

The estimate of demand for using a park-and-ride system such as West Portland is most important. The estimate is used for determining the size of the park-and-ride lot and also the number of buses required to provide express bus service for system users.

Ridership estimates for the West Portland system were basically derived from 1970 Census data. The census data contained the number of people living in the West Portland service area "A" (Figure 1), and working in Portland's Central Business District (CBD)(Figure 2).

In addition, information was gathered from an origin-destination study made in 1972 on Interstate 5 north of Wilsonville. This study revealed that there were additional potential users of a park-and-ride system. The trips of these potential users originated south of the West Portland service area "A" and were destined for work in downtown Portland.

The 1970 Census data and 1972 origin-destination information were combined and factored in 1976, resulting in the following total person trips destined for downtown Portland for the purpose of work.

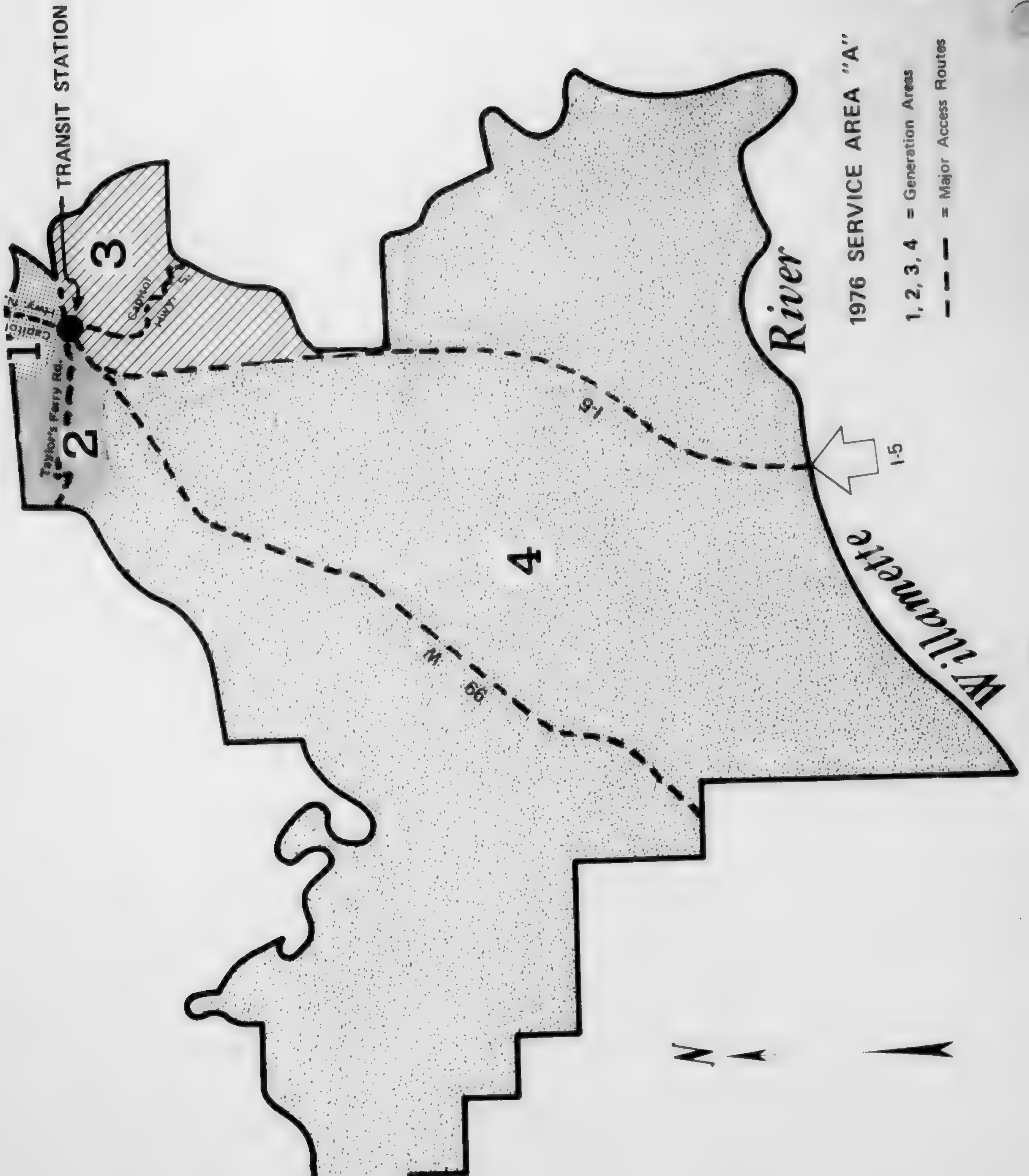
TRANSIT STATION
1
2
3
4
Capitol Hwy. N.
Capitol Hwy. S.
Taylor's Ferry Rd.
I-5
I-5
99 W.
Willamette River
1976 SERVICE AREA "A"
1, 2, 3, 4 = Generation Areas
= Major Access Routes
N

Figure 1

PORTLAND C B D

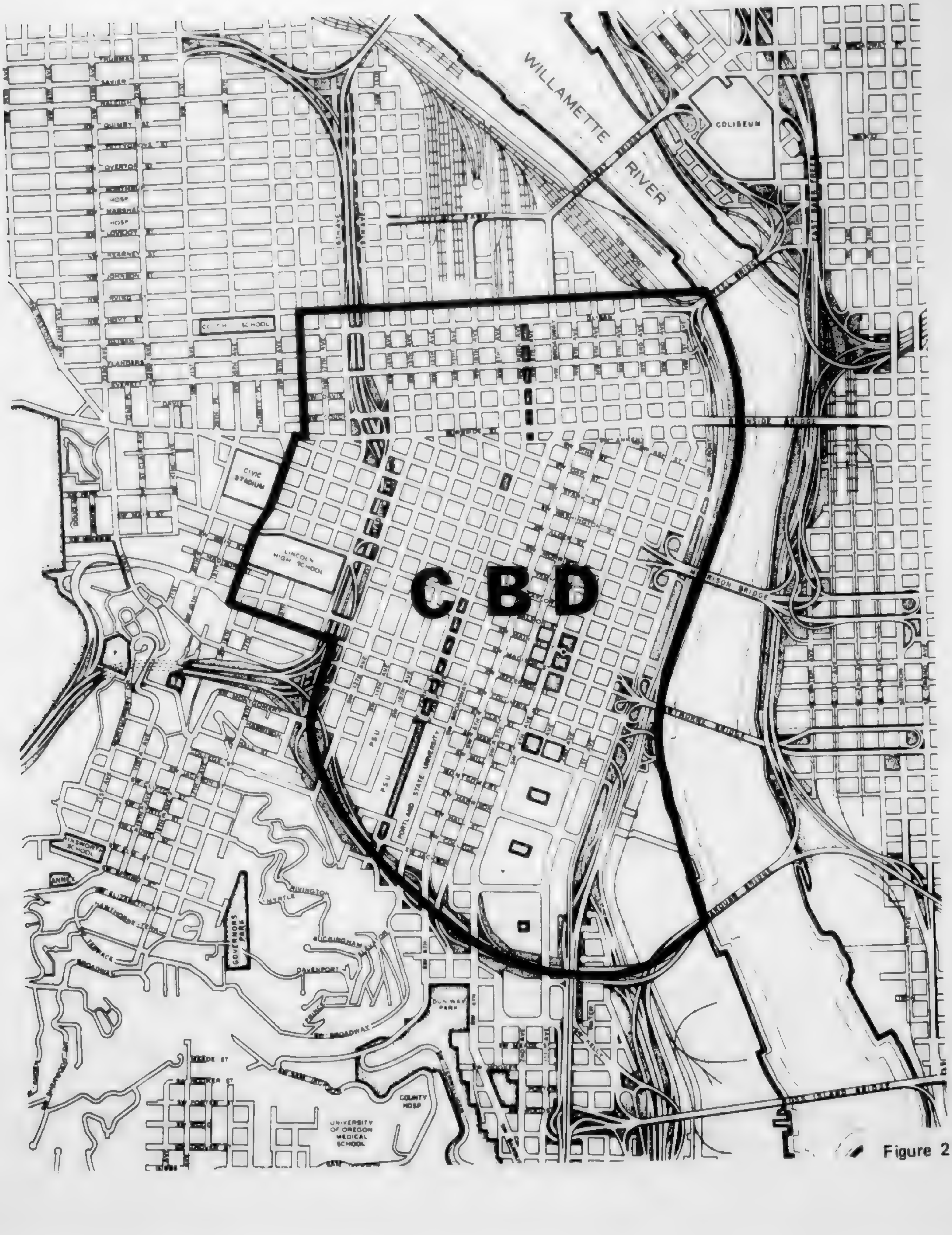

Figure 2

1976 PERSON TRIPS TO WORK IN[1]
PORTLAND CBD (All Modes)

Daily Person Trips

From Service Area "A"	3,400
From I-5 Origin-Destination Study	1,400
Total	4,800

Peak-Hour Person Trips

From Service Area (70% of Daily)	2,380
From I-5 Origin-Destination Study (Actual Results)	1,000
Total	3,380

Several calculations were then made for converting the total trips to probable users of the park-and-ride system during the peak hour. Tri-Met estimates in December of 1974 indicated that there were 619 inbound peak-hour riders on Tri-Met buses from service area "A" to the CBD. Tri-Met estimates that this ridership will increase to approximately 920 in 1976 when the express bus system is scheduled to open. In addition, other assumptions were made concerning conversion from the auto mode to the park-and-ride mode. Tri-Met developed the following table for estimating the probable diversion from auto to transit.

Attractiveness of Lot for Potential Users	Estimated Peak-Hour Work Trip Diversion Rate
Excellent	20%
Good	15%
Fair	8%
Poor	2%

In applying these diversion rates, a distribution of how potential peak-hour system users accessed the station area was estimated. Census data was used in this distribution with the following results.

---

[1] Based on information from DeLeuw, Cather. (Immediate Improvements in Public Transportation)

Generation From Area (See Fig. 1)	Access Facility	1976 Peak-Hour Person Work Trips to CBD (Auto Mode)	Transit Attractiveness Diversion Rate	Persons Diverted to Transit
1	Capitol Hwy. N.	234	Good (15%)	35
2	Taylors Ferry	336	Excellent (20%)	67
3	Capitol Hwy. S.	204	Good (15%)	31
4	I-5 Freeway	686	Fair-Good (12%)	82
I-5	I-5 Freeway	1,000	Fair-Good (12%)	120
Total Person Trips		2,460		335

The analysis indicates that 335 people will convert from the auto mode to the park-and-ride mode during the peak hour. In addition to these patrons, others will be driven to the transit station and dropped off ("kiss-and-ride"), or will walk, bicycle and taxi to the station. In 1976, it is estimated that ten percent of all ridership will convert to transit from "kiss-and-ride" and six percent will convert from walk, bicycle or taxi. By combining all of these travel modes, the following table shows the total number of riders passing through the station.

Travel Mode	Inbound 1976 Peak-Hour Ridership	Percentage
Transit entire trip	920	68%
Park-and-ride	335	25%
"Kiss-and-ride"	80	1%
Walk, bicycle, taxi and ride	15	1%
Total Ridership	1,350	100%

1996 Ridership

Predictions for the 1996 ridership are based on the following assumptions about potential conditions in 1996.

1. The Tigard Transit Station will be in operation.
2. West Portland will have a smaller service area than in 1976. (See Figure 3)

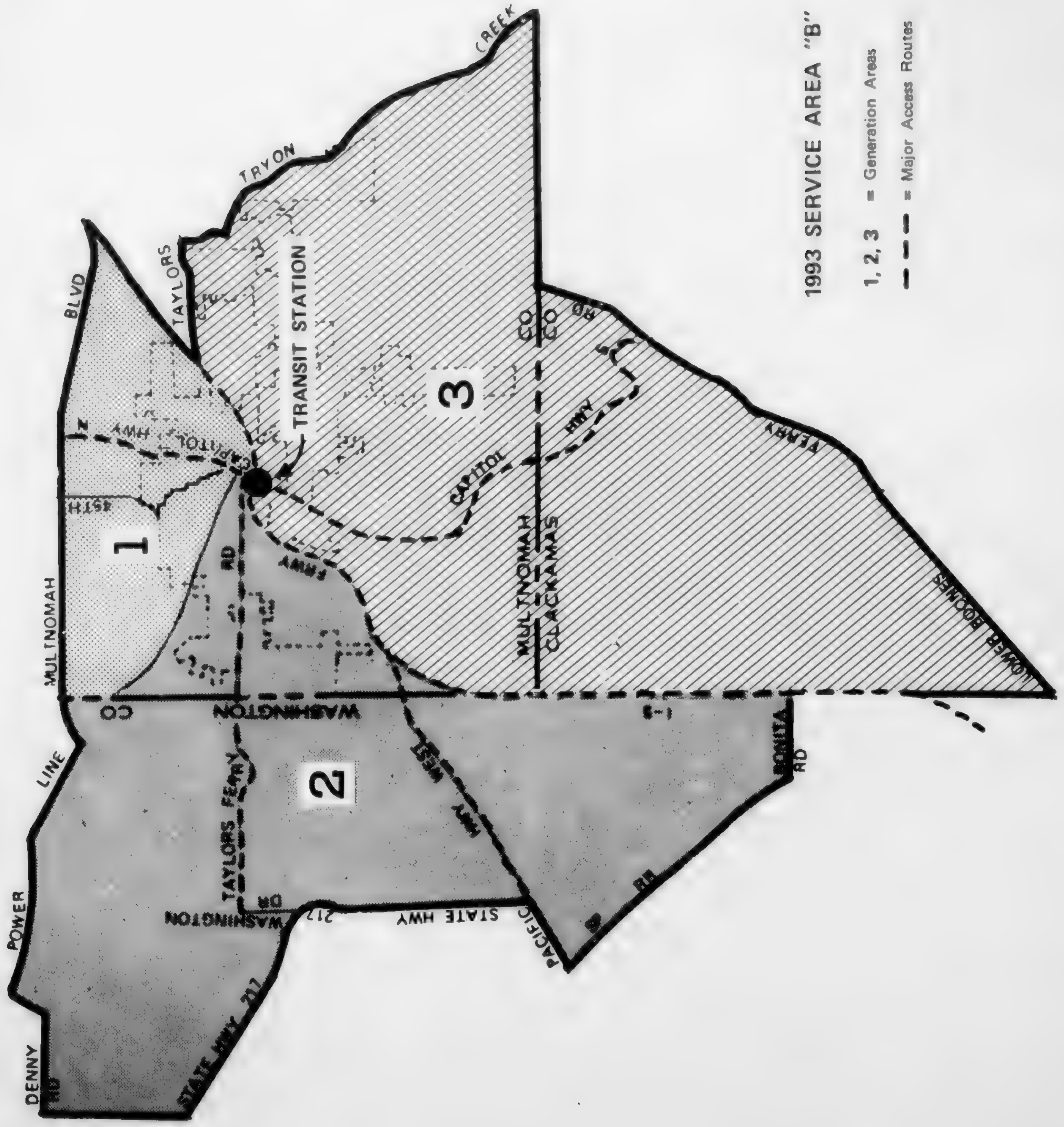
1993 SERVICE AREA "B"
1, 2, 3 = Generation Areas
= Major Access Routes
TRANSIT STATION
1
2
3
MULTNOMAH
CO
WASHINGTON
LINE
POWER
DENNY
RD
STATE HWY 217
WASHINGTON
217
STATE HWY
TAYLORS FERRY
RD
DR
CAPITOL HWY
45TH
BLVD
TAYLORS
TRYON
CREEK
CO
CO
RD
CAPITOL
HWY
FERRY
LOWER BOONES
MULTNOMAH
CLACKAMAS
FRWY
I-5
BONITA
RD
PACIFIC
HWY
WEST
RR

Figure 3

3. Potential park-and-ride trips approaching from the south on I-5 will be distributed evenly between the Tigard and West Portland transit stations.
4. Transit usage rates will increase due to decreased downtown parking, rising parking costs, and higher densities in the service area and downtown.
5. Increased use of transit for non-CBD trips and off-peak trips.

The first calculation was to estimate the total number of person trips to work in Portland's CBD by all modes. These estimates utilized population forecasts for the service area obtained from the Columbia Region Association of Governments (CRAG) and also employment forecasts for the CBD identified in the Portland Downtown Plan as the study area. These forecasts reflect the following growth.

	1976	1996	Growth Factor
Population in service area "B"	27,000	41,850	1.55
Employment in CBD	61,800	92,500	1.50

By combining these growth factors and assigning weight values to each (population = 3; employment = 2[2]), a growth factor of 1.53 resulted which was applied to 1976 person trips to work in Portland's CBD. The following table shows the 1996 person trips resulting from these calculations.

---

[2] Based on growth rates experienced in Oregon transportation studies.

1996 PERSON TRIPS TO WORK IN PORTLAND CBD (All Modes)

Daily Person Trips	
From Service Area "B" (1.53 x 1,900[3])	2,900
From I-5 south of Service Area (1.6 x 1,400[4])	2,250
Total	5,150

Peak-Hour Person Trips	
From Service Area "B" (70% of Daily[5])	2,000
From I-5 south of Service Area (70% of Daily)	1,600
Total	3,600

The above calculation of 3,600 peak-hour work trips to the CBD was then converted to an estimate of probable transit users during the peak hour. The first calculation was to estimate ridership that would use transit for the entire trip. As indicated earlier, Tri-Met estimates that 920 people will ride transit for the entire trip in 1976. They predict that by 1996 this will increase to 3,000 ridership entirely on transit. With the service area reduced because of the Tigard station, it is necessary to divide the 3,000 riders between the Tigard service area and West Portland service area. This was done by comparing the estimated 1996 service area populations and applying a population ratio to the total ridership.

[3] The 1,900 reflects 1976 person work trips from service area "B" to CBD.

[4] The 1.6 growth factor reflects projections in the 1974 Interstate Needs Study. The 1,400 reflects 1976 person work trips from I-5 south of service area "A" to CBD.

[5] Based on information from DeLeuw, Cather.

	1996 Population
West Portland Service Area	41,850
Tigard Service Area	53,100
Total	94,950

$$\frac{\text{West Portland Population}}{\text{Total Population}} \times 3{,}000 = \frac{41{,}850}{94{,}950} \times 3{,}000 = 1{,}320 \text{ Transit Riders from West Portland Service Area to CBD}$$

In addition, an estimate was made regarding the number of people who would convert from the auto mode to the transit mode at the West Portland station in 1996. The total number of people using the auto mode from their home who work in the CBD would be 3,600 total trips minus 1,320 transit trips, or 2,280 auto trips. The procedures for estimating how many of the 2,280 auto trips would convert to park-and-ride at West Portland were similar to procedures used for 1976 estimates. The following table for estimating diversion was again used.

Attractiveness of Lot for Potential Users	Estimated Peak-Hour Work Trip Diversion Rate
Excellent	20%
Good	15%
Fair	8%
Poor	2%

These diversion rates were applied to all of the auto trips to determine the number of people who would probably convert to the park-and-ride mode at West Portland.

Generation From Area (See Fig. 3)	Access Facility	1996 Peak-Hour Person Work Trips to CBD (Auto Mode)	Transit Attractiveness Diversion Rate	Persons Divert To Trans
1	Capitol Hwy. N.	218	20%	45
2	Taylors Ferry	279	20%	55
3	Capitol Hwy. S.	184	20%	40
I-5	I-5 Freeway	800 West Portland (800 Tigard)	20%	160
Total Person Trips		2,280		300

In addition to the above, calculations were made for ridership generated from "kiss-and-ride" and walk, bicycle and taxi trips. The same percentage of five percent was used for "kiss-and-ride" as was used in the 1976 estimate. The percentage of walk, bicycle and taxi was increased to three percent to reflect higher density development within close proximity to the transit station. The following table summarizes 1996 ridership.

Travel Mode	In-bound 1996 Peak-Hour Ridership	Percentage
Transit entire trip	1,320	75%
Park-and-ride	300	17%
"Kiss-and-ride"	85	5%
Walk, bicycle, taxi and ride	45	3%
Total Ridership	1,750	100%

SIZING THE LOT

1976

The number of parking spaces required to handle park-and-ride demand in 1976 is easily calculated from the 1976 ridership estimates already made. The 335 people who would arrive at the station in autos during the peak hour for park-and-ride would do so in approximately

260 autos (assumes 1.3 persons per car). This must be expanded to reflect daily usage since about 15 percent additional autos will desire to use park-and-ride during off-peak hours.[6] The lot size required, therefore, would be 260 x 1.15, or approximately 300 spaces.

In addition to the 300 spaces for park-and-ride, provision must also be made for short-term parking for "park-and-wait." The requirements for "kiss-and-ride" ("park-and-wait") spaces based on 80 peak-hour riders, would be approximately 20 spaces assuming eight minute average idle or wait times. These spaces are a convenience item and should be designed for a comparatively free-flow movement within the lot. Any excess park-and-wait autos could be absorbed by empty park-and-ride spaces during the PM waiting periods.

The following summarizes the spaces required for 1976.

1976 Lot Size

Park-and-ride spaces	300
Park-and-wait spaces	20
Total spaces	320

1996

Calculation of parking spaces for 1996 followed procedures similar to those used for 1976. The 1996 demand of 300 people in the peak hour would arrive in approximately 200 autos (assumes 1.5 persons per car).[7] This must be expanded to reflect daily usage since about 25 percent additional autos will desire to park-and-ride during off-peak hours.[8] The lot size required, therefore, would be 200 x 1.25, or approximately 250 spaces.

[6] Observed at Northgate Lot in Seattle.

[7] From DeLeuw, Cather.

[8] Estimate based on assumption of increased use of transit for non-CBD trips and off-peak trips.

The number of "kiss-and-ride" ("park-and-wait") spaces required for 1996 would be the same as calculated for 1976. The 20 spaces required for 1976 should be sufficient to handle the slight increase in demand expected in 1996.

The following summarizes the spaces required for 1996.

1996 Lot Size

Park-and-ride spaces	250
Kiss-and-ride (park-and-wait)	20
Total spaces	270

The lot size estimated for 1996 reflects the assumption that the Tigard Park-and-Ride will be operating by that time. The interim demands for spaces should increase at West Portland, necessitating the implementation of the station at Tigard.

TRAFFIC ANALYSIS
TRANSIT STATION NEIGHBORHOOD AND TRANSIT ROUTE EFFECTS

This section of the Appendix will cover the traffic analyses for the transit station locale and Barbur Boulevard including the exclusive bus lane.

1976 - Transit Station Locale

The transit station locale as viewed from a traffic operations standpoint is somewhat complex due to the proximity of the park-and-ride lot location to the Barbur Boulevard-Capitol Highway intersection. This intersection is currently operating as a two-phase, fully-actuated signal with left turns not permitted from Barbur Boulevard. With additional signalization required at Barbur Boulevard and Taylors Ferry Road, and other locations as required by final lot design, the area movements become more involved. Proper operation through this section of Barbur Boulevard is dependent upon intertying of required signals to allow for progressive movements. The left turn from Capitol Highway to Barbur Boulevard (northbound) should be deleted as this movement can be made at Taylors Ferry and Barbur. With these adjustments being made, the level of service for Barbur Boulevard and Capitol Highway is approximately "B."[9] This level is based on an assumed redistribution of traffic according to volume differentials at the various entrance points to the area and deletion of the left turn from Capitol Highway to Barbur Boulevard as previously discussed. Tri-Met's estimate of transit riders for 1976 (transit entire trip) helped reduce the auto trips passing through the area.

[9] See Table 1 for explanation of Levels of Service.

1996 - Transit Station Locale

Level of service for the Barbur-Capitol Intersection varies from "B" to "D" in the AM and PM respectively with future projections.

Operations would be similar to 1976 in the area with left turns from Capitol Highway to Barbur Boulevard (southbound) affecting the level of service in the PM. Again, Tri-Met's estimate of "transit entire trip" has afforded significant relief to the projected volumes in the area.

1976 - Route Effects of Exclusive Transit Lane

Buses will operate in mixed traffic from the park-and-ride lot to the five-lane section beginning at the overcrossing of Slavin Road. From that point northerly, the bus lane will be incorporated to provide exclusive and reversible movements for buses. Revisions and widening from Slavin Road to Front Avenue will leave the same amount of lanes to move auto traffic as are existing and, therefore, no decrease in the level of service. Prohibition of parking during peak hours from Front to Sheridan will provide the needed lane in that section. Off-peak and off-direction parking will be retained in the Front-Sheridan section. From Sheridan in-bound, the proposed routings are as follows: Northbound on 4th to Harrison, westbound on Harrison to 6th, northbound on 6th to the mall area. In returning, the route would be southbound on 5th to Sheridan, eastbound on Sheridan to Barbur, the point where routings are split. Extensive revision and replacement of existing signals throughout the exclusive lane areas will be required to facilitate movement of traffic. Periodic placement of lane

TABLE 1

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH.

Level of Service "C" - Considered stable flow with operating speeds between 50 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow conditions at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur)
Average travel speed above 30 MPH.

Level of Service "B" - Stable flow (delays not unreasonable)
Average travel speeds 25-30 MPH.

Level of Service "C" - Stable flow (delays significant but acceptable)
Average travel speed 20-25 MPH.

Level of Service "D" - Approaching unstable flow (delays tolerable)
Average travel speed 15-20 MPH.

Level of Service "E" - Unstable flow (congestion not due to back-ups ahead)
Average travel speed approximately 15 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go)
Average travel speed less than 15 MPH.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

TABLE 2

WEST PORTLAND PARK-AND-RIDE
LEVELS OF SERVICE ON BARBUR BOULEVARD BY DIRECTION - NO BUILD (BUILD)[10]

Section	1976 Direction Northbound	1976 Level of Service AM	1976 Level of Service PM	1976 Direction Southbound	1976 Level of Service AM	1976 Level of Service PM
Capitol Hwy. to Multnomah	N.B.	A (A)	A (A)	S.B.	A (A)	B (B)
Multnomah to Bertha Blvd.	N.B.	A (A)	A (A)	S.B.	A (A)	B (B)
Bertha Blvd. to Terwilliger	N.B.	A (A)	A (A)	S.B.	A (A)	C (C)
Terwilliger to Beaverton-Hillsdale	N.B.	B (A)	A (A)	S.B.	A (A)	C (C)
Beaverton-Hillsdale to Front	N.B.	A (A)	A (A)	S.B.	A (A)	B (B)
Front to Sheridan	N.B.	A (A)	A (A)	S.B.	A (A)	A (A)
	1996			1996		
Capitol Hwy. to Multnomah	N.B.	B (A)	A (A)	S.B.	A (A)	E (D)
Multnomah to Bertha Blvd.	N.B.	B (A)	A (A)	S.B.	A (A)	E (D)
Bertha Blvd. to Terwilliger	N.B.	C (A)	A (A)	S.B.	A (A)	F (E)
Terwilliger to Beaverton-Hillsdale	N.B.	E (D)	A (A)	S.B.	A (A)	F (E)
Beaverton-Hillsdale to Front	N.B.	D (C)	A (A)	S.B.	A (A)	F (E)
Front to Sheridan	N.B.	D (B)	A (A)	S.B.	A (A)	B (A)

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[10] Levels of service in parentheses are all under a build condition.

control signs are also required for safe and efficient bus and auto traffic movements through these areas.

With these revisions and a sophisticated signal system in place, the projected levels of service, 1976 and 1996 can be compared in Table 2.

Precise scheduling and operations within the lot and on the transit route will in final determine the efficiency and, therefore, the actual level of service provided. Also, projected participation in the transit corridor will have significant effects on service levels throughout all phases of various operations in the park-and-ride transit system.

APPENDIX B

METHODOLOGY OF NOISE STUDIES

Sound Measurement

Sound level meters have built-in weighting networks which are used to simulate human hearing perception. The A weighting network (Figure 1) is used for most sound measurements because it was designed to approximate the normal hearing threshold curve for young adults and has been found to correlate well with subjective response. The B and C networks were originally intended for use in measuring sounds of high intensity, but are seldom used today. Sound level requirements are given in dB"A" to indicate use of the A weighting network.

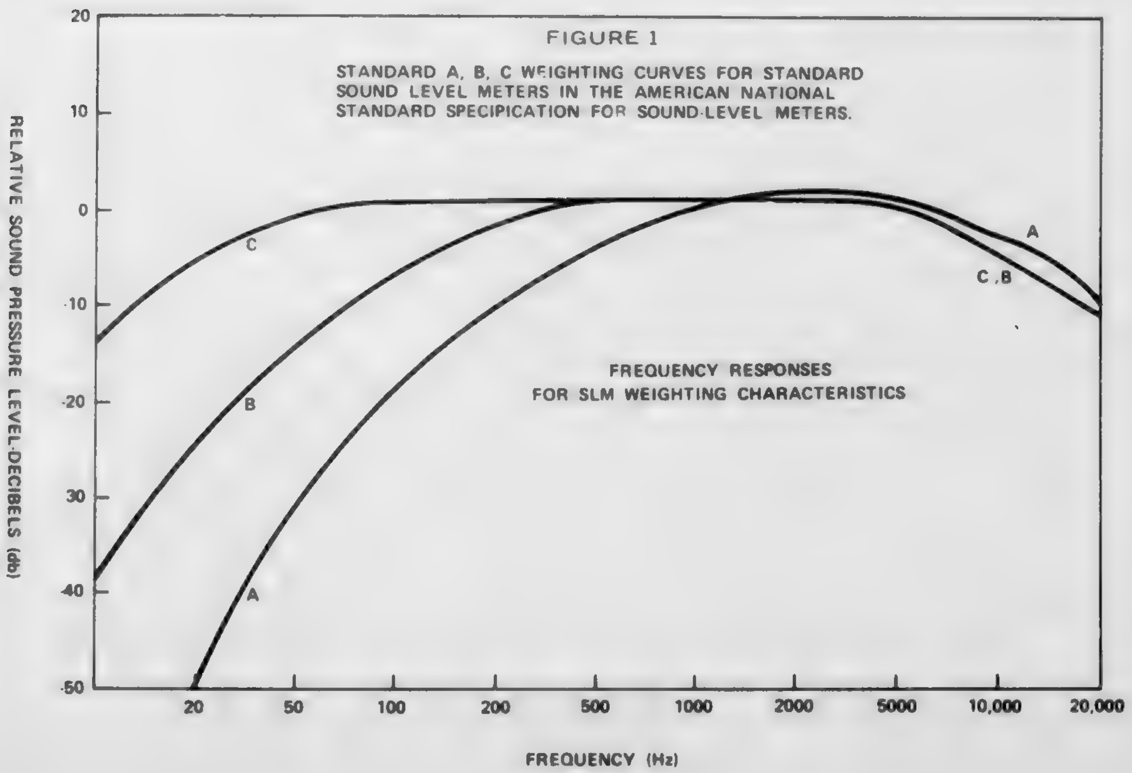

FIGURE 1

STANDARD A, B, C WEIGHTING CURVES FOR STANDARD SOUND LEVEL METERS IN THE AMERICAN NATIONAL STANDARD SPECIFICATION FOR SOUND-LEVEL METERS.

Loudness

Because sound pressure levels are derived using logarithms, a doubling of sound intensity always results in a 3 dBA increase in sound level.[1] A ten-decibel increase, however, is required before a doubling of loudness is perceived. Thus, assuming constant speed, a doubling of traffic volume on a given street will, theoretically, result in a 3 dBA increase in sound level, a change which would be barely noticeable.

Conversely, directing half the traffic volume from a heavily-traveled street onto a less well-traveled street will lower the noise level on the first street by only 3 dBA, while increasing the noise level on the second street substantially.

Figure 2, on the next page, may be used to gauge the relative loudness of sounds discussed in this document.

Traffic Noise Parameters

Since traffic noises fluctuate through time, they cannot be described by a simple dBA measurement, as would be used for steady noises. Instead, statistical descriptions are used to show the percentage of time a given sound level is exceeded.

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[1] The decibel is defined as ten times the logarithm of the ratio of sound intensity to that of a standard reference intensity.

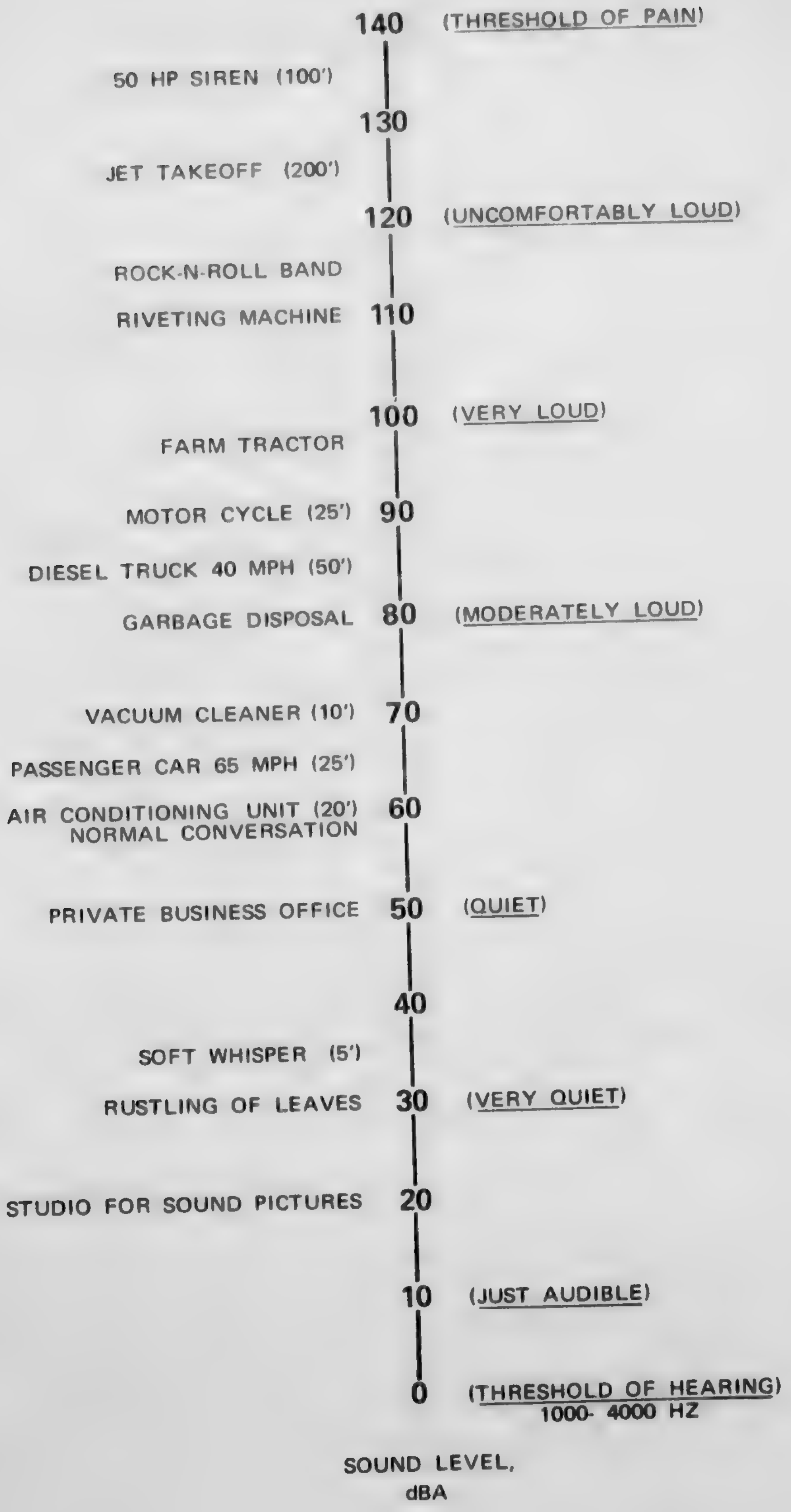
$$dB = 10 \text{ LOG } \frac{\text{SOUND INTENSITY}}{\text{STANDARD REFERENCE INTENSITY}}$$

To combine decibels, sound intensities must be added and the logarithm of the sum taken. For two equal sources, the sound level increase is:

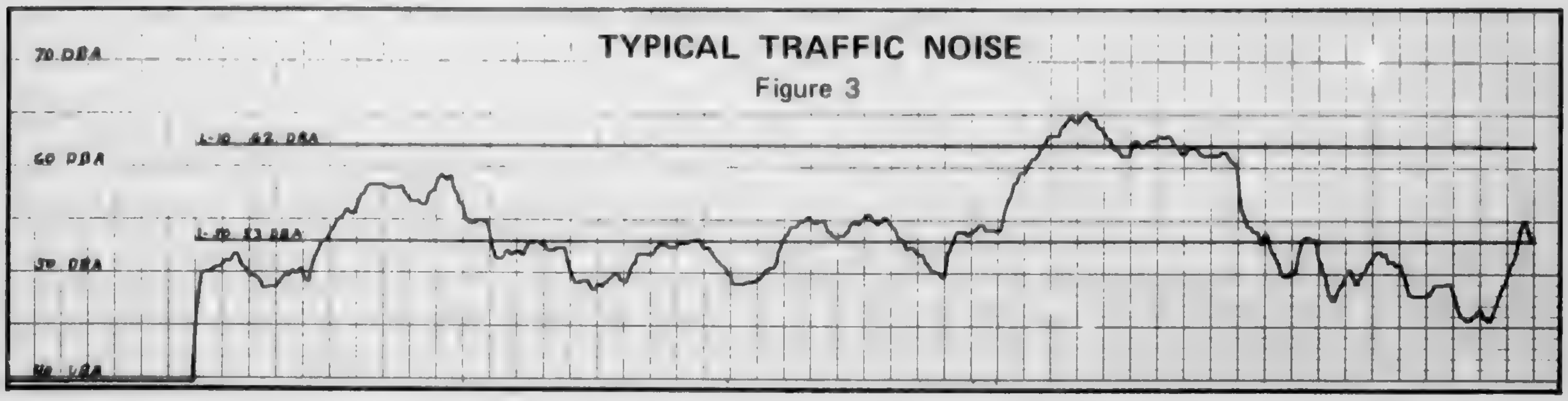
$$dB = 10 \text{ LOG } (2) = 3.0103$$

FIGURE 2

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS



The sketch below represents noise level as a function of time as it might occur beside a highway. The sketch below represents five minutes of actual recorded traffic noise. The strip chart was running at a speed of ten lines per minute. Of the fifty samples taken, five equal or exceed 62 dBA which becomes L_{10}. Twenty-five samples equal or exceed 53 dBA establishing the L_{50} level. This level is called the L_{10} sound level and is an indicator of the maximum sound level during a given time interval. The L_{10} sound level is largely influenced by the number and speed of trucks and is used in the FHWA guideline to estimate noise impact on land-use sites.


TYPICAL TRAFFIC NOISE
Figure 3

The sound level exceeded 50 percent of the time is called the L_{50} sound level. A reasonably reliable description of the urban noise environment can be given by stating these statistical levels over a specified portion of the day.

The Federal Highway Administration has developed guidelines for five categories of land use, based on sensitivity to noise. This table, presented on the next page, shows the design L_{10} noise level. When preliminary analysis shows these standards will be exceeded, exemptions must be sought from the Federal Highway Administration.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Land-Use Category	Design Noise Level - L_{10}	Description of Land-Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libaries, hospitals and auditoriums.

Source: U.S. Dept. of Transportation, Federal Highway Administration PPM 90-2, Noise Standards and Procedures, (Transmittal 229, Feb. 8, 1973).

Noise impacts in the neighborhood will result from an increased concentration of private vehicles and buses. As buses are the noisier vehicles, measurements were made on 124 Tri-Met buses in simulated parking operations in October 1973. Buses were stopped 15 feet from a microphone and driven away as they would be under normal operating conditions, with regular drivers being used to make the tests. The results, used in predicting noise in this study, are shown in Table 2.

TABLE 2

TRI-MET BUS NOISE LEVELS

Operation Mode	Pavement	Minimum Noise Level	Maximum Noise Level	Average Noise Level
Acceleration	Dry	83dBA	96dBA	88.9dBA
Acceleration	Wet	85dBA	94dBA	88.4dBA
Idle	Dry	75dBA	85dBA	80 dBA
Idle	Wet	77dBA	84dBA	79.9dBA

In 38 of the bus operations, the asphalt surface was flooded to determine the effect of wet pavement on noise levels. Although tire splashes could be clearly heard in the deceleration mode, they did not contribute significantly to the overall noise level; and since engine and exhaust noise were insignificant during deceleration, this mode was neglected in the analysis.

Bus noise was recorded during the tests and later subjected to frequency analysis. A substantial concentration of sound energy was found to lie in the low-frequency bands below 100 Hz. Low-frequency noise travels long distances and is difficult to block with walls and barriers.

Out of 86 buses selected for further tests to determine specific noise problems, four were found to have squeaky brakes which produced high-frequency noise, about 10 dBA higher than other bus-generated noise, Air brakes, like squeaky brakes, generate high-frequency noise, which is more easily attenuated in the atmosphere than low-frequency bus noises.

APPENDIX C

Displacement and Relocation Requirements at the Selected Site

The selected site, outlined in "Description of the Project," for the West Portland Park-and-Ride lot includes six parcels in private ownership. Commercial and residential sites are located in the lot site as well as some vacant land owned by the Oregon State Highway Division. An analysis of the site by the Oregon State Highway Division right of way representatives assessed the number and character of multiple- and single-family residences which would be displaced by lot construction. The following table shows pertinent relocation data.

TABLE 1

FAMILY CHARACTERISTICS OF HOUSEHOLDS TO BE DISPLACED

	Multiple-Family Residence (MFR)	Single-Family Residence (SFR)
Number of Units	27	3
Average Family Size	1.64	3.67
Mean Age	18-24	18-24 (none over 60)
Average Household Income	$5,500	N/A
Tenure	5-6 months	2 months-11 years
Number of Bedrooms	0-6 units (studio) 2 bedrooms-2 units 1 bedroom-19 units	2 bedrooms-2 homes 3 bedrooms-1 home

The study of relocation needs included the desires of the residents and their relocation needs. All three SFR households indicated a desire to stay in the southwest Portland area. Two indicated they would prefer to purchase a home and one would rent a replacement.

The majority of the apartment units are occupied by PCC students, which may account for the relatively young mean age and mobility. A breakdown of their relocation desires show 1) 64% prefer to stay in the southwest Portland area, 9% were uncertain and 18% indicated they would move out of the state; and 2) 73% plan to rent, 18% to purchase a home and 9% are uncertain about relocation.

An analysis of housing and commercial availability in the Portland metropolitan area was conducted by the Oregon State Highway Division. Realtor and newspaper advertisements indicate a sufficient number of available homes and rental units can be found in the Portland area. Rental units are particularly available as a high turnover rate exists for similar motel units.

The displaced businesses include a tire dealer, insurance office and the two motels. None of these services are essential to the area although relocation sites in the immediate area can be easily found. Availability of replacement facilities in southwest Portland for these businesses is adequate to meet the needs generated by this project.

APPENDIX D

PLANNING CONSIDERATIONS

Prepared by: City of Portland Planning Bureau
and Tri-Met

Land-Use Considerations Along Barbur Boulevard

Barbur Boulevard (ORE 99W) is a four- and five-lane facility that was constructed in the 1930s. It has subsequently become a commercial strip in a growing suburban area. Most businesses along Barbur Boulevard in the West Portland area are auto-oriented; motels, gas stations, and restaurants with large parking lots predominate. The few vacant parcels have recently been subject to spot development of office and apartment buildings. All of these uses depend upon automobile access; access routes are Barbur Boulevard, the Baldock Freeway, and other east-west arterials. Barbur Boulevard, like most auto strips, is lined with signs, curb cuts, and asphalt. A viable environment for non-auto modes of travel does not exist. The maps on the next two pages show two prominent features of the existing environment: paved land and vacant parcels. Pavement is concentrated in the Capitol Highway Interchange, while vacant land is more common away from the interchange.

Because the study area is generally auto-oriented, the introduction of a major public mass transportation facility into this environment will change travel patterns and service demand in the interchange area and along the travel route.

First, the increase of activity around the proposed park-and-ride station may increase demand for development on nearby sites. This station will exert pressures on the surrounding area to be developed or redeveloped at a higher density.

Also, access to existing businesses along Barbur Boulevard may be limited to the construction of exits and entrances for the park-and-ride station and an exclusive bus travel lane. Decreased access during peak hours would result in a reduction of commercial property values near the proposed station and along the route.

Experiences in other urban areas indicate that the construction of an express transit station will result in increased values of lands within approximately a quarter-mile of the site. Some citizens will find it convenient to live within walking distance of a transit station with small headways to both the downtown and other nodes in the urban area.

The Portland Bureau of Planning staff published a study of the Huber Street neighborhood on December 4, 1973, which reflects desires expressed by local residents. The Huber Street neighborhood residents were opposed to some of the development that may be attracted by the park-and-ride station, although they approved the park-and-ride concept and desire the services which would follow construction of the station in their neighborhood. Two of the conclusions reached in this study are listed below:

1. The majority of Huber Street neighborhood residents remain firmly opposed to additional apartment construction.
2. The existing sewer system will limit future development in the Huber Street neighborhood. The continuation of existing trends if aided by additional rezoning to denser zones in larger parcels, could overload neighborhood sewer lines.

As a result of this contradiction between the stated desires of the neighborhood and the likely development pressures to accompany the West Portland Park-and-Ride project, the City of Portland Planning Bureau reached five tentative conclusions, listed below. These conclusions were related to land use and zoning maps, presented on the next two pages.

1. Most of the vacant commercial land on Barbur Boulevard near the interchange is located within the boundaries of the two proposed park-and-ride sites.
2. Because both sites are virtually isolated from pedestrians (surrounded on three sides by heavy automobile traffic on the Baldock Freeway and Barbur Boulevard), development occurring on parcels near either proposed station would be more likely to attract patrons from the traffic along Barbur Boulevard rather than from the station, unless direct pedestrian accessibility to the lot and mobility within the adjacent neighborhood are improved.
3. One distinct opportunity for relating existing uses to a future transit station does exist. The Markham School Annex, McCabe's Market and the State Liquor Store are currently pedestrian generators and could be linked directly to the lot by a bike and pedestrian way. The possibility of reducing or eliminating auto traffic on Taylors

Ferry Road between Capitol Highway and Barbur Boulevard should also be explored.

4. In circulation designs for the park-and-ride station, access to existing businesses along Barbur Boulevard should be preserved.
5. City and County zoning should support community goals by easing pressures for the development of multi-family dwellings within existing single-family residential neighborhoods. But these pressures will become more acute when the station is built.

A final study, Huber Street Study - Land Use and Zoning, was published in April 1974. PPC adopted the study and its recommendations are followed by the Portland City Council.

Auto, Pedestrian and Bike Circulation in Capitol Highway Interchange Area

The area centering on the intersection of the Baldock Freeway, Barbur Boulevard and Capitol Highway is dominated by automobile traffic. The environment is the product of more than twenty years of auto-related development. High speeds, few sidewalks, and unexpected turning movements make this interchange a particularly unpleasant, if not dangerous, place for pedestrians. Some congestion is now apparent during peak periods. As most neighborhood commercial development is concentrated in the interchange area, local residents who do not have cars, and school children as well, must enter or pass through this interchange to use services such as McDonald's and grocery stores. The community has singled out this interchange as a problem area.

The West Portland Park-and-Ride study area is currently bisected by two parallel arterials, the Baldock Freeway and Barbur Boulevard. Movement between the two neighborhood sections is limited to two crossing points, the Capitol Highway Interchange and North Tigard Interchange, 1.2 miles to the south. Accessibility to community resources for many local residents is severely limited by the bisecting routes; specific examples, derived from conversations with local residents and observations of use and circulation patterns, are listed below.

1. Woods Park is not well known and not frequently visited by children and families living south and east of the freeway.
2. Jackson High School and the Capitol Hill Branch Library are within walking or bicycling distance for most of the neighborhood. However, both facilities can be reached in those nodes by only approximately half the neighborhood population, because the freeway and Barbur Boulevard are barriers to the remainder. In addition, there are few separated facilities for pedestrians and bicyclists to access these public buildings safely.
3. Smith School is the only school in this neighborhood that can adhere to the school district's one-mile walking rule. Markham School Annex buses 96% of their students to class, and Markham School, 90%, due to the lack of safe pedestrian or bicycle access.
4. The conditions described in the examples above will exist for any future neighborhood schools or parks.

5. Portland Community College (PCC) and its resources are inaccessible to large portions of the West Portland neighborhood for the same reasons. In addition, automobile and bus are the only safe modes for reaching PCC from the Capitol Highway Interchange area.
6. The future closing of Markham School Annex will open the facility for other community uses which will feel the restrictions of the transportation barriers.

The plans outlined in the remainder of this document are means to coordinate transit services and proposed development with existing land-use patterns and neighborhood activity centers. They will reinforce the benefits to be derived from an express bus system; the four main benefits are listed below.

1. Increases in the level and quality of transit service to the Jackson Community, Portland Community College, and the surrounding area.
2. A decrease in the suburban dependence on the automobile.
3. Minimization of the detrimental effects of through traffic on neighborhood streets.
4. An increase in opportunities for walking and bicycling.

Several opportunities are available to modify these undesirable situations, but depend primarily on funding. The proposals presented below and tied directly with the park-and-ride system are eligible for federal funding as a portion of the park-and-ride station. For example, existing bike and pedestrian ways on park land, unimproved streets, and other publicly-owned land could be improved and linked together by a pedestrian and bike system integrated with the park-and-ride facilities. Wooded stream valleys and steep hillsides which are undevelopable as building sites are potential locations for recreational bike and pedestrian routes connecting parks, schools and other activity centers. Bicycle routes presently proposed in this area by the Comprehensive Bicycle Plan for Portland include a facility on Capitol Highway and additional secondary facilities on S.W. 35th and S.W. Huber Street, but these routes do not have the same funding potential as those that could be in with the park-and-ride station.

The Jackson Community Association proposed a pedestrian walk on S.W. Galeburn Street from Capitol Highway east to the service road, passing through the Jackson High School grounds.

Depressed freeway and arterial alignments provide natural crossing sites for combined pedestrian/bicycle bridges. This would allow for the crossing of a main traffic way without the use of steps or ramps. Such opportunities are found in three locations - one near each park-and-ride site and one west of Markham School at S.W. Alfred Street.

The campus walk system of Portland Community College could be expanded to tie in with transit service and pedestrian and bikeways elsewhere in the neighborhood.

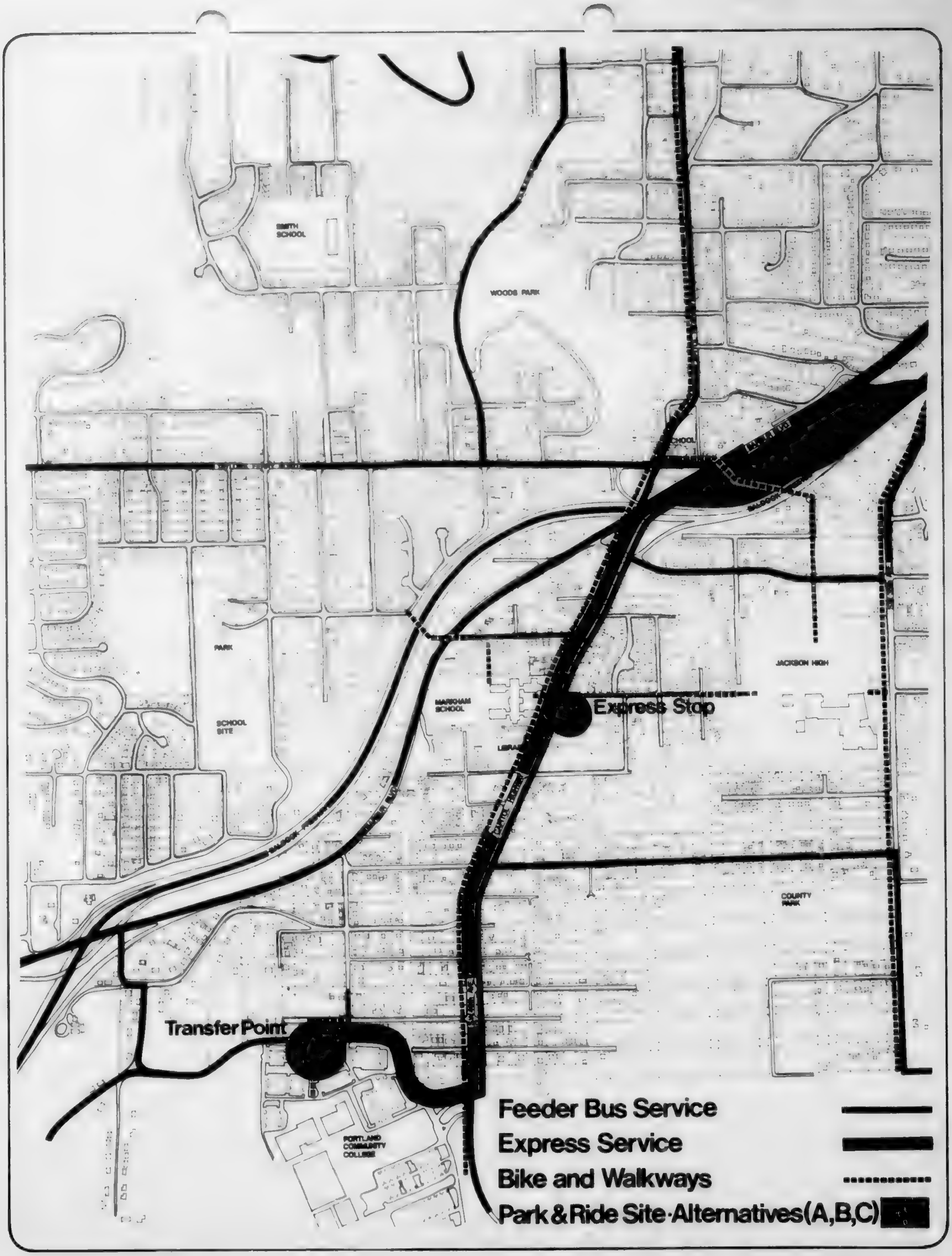
The proposals outlined below can be reviewed as responses to the problems and opportunities discussed above. These proposals are presented in recognition of neighborhood needs and concerns about the park-and-ride facility and to acquire feedback on whether they should be given additional consideration.

A bicycle and pedestrian bridge over the Baldock Freeway will improve accessibility to facilities on either side of the freeway. The ramp will allow accessibility to Woods Park, Smith School, Markham School Annex, the Market, the park-and-ride station, and the neighborhood north of the freeway with Jackson High School, a park proposed by the Jackson Community Association, and the neighborhood south of the freeway. This route would also be an alternative to the proposed Huber Street bikeways between Capitol Highway and S.W. 35th Avenue.

Other proposed bicycle and pedestrian ramps include one between S.W. 37th Avenue and S.W. Lucille Street and one linking S.W. Alfred Street to S.W. Laurel Street. This second proposal is in critical need. The crossing would link a park on S.W. 55th Avenue, a school site and the neighborhood west of the freeway to Markham School, a group of apartments, a proposed express bus stop on Capitol Highway, and a pedestrian way proposed by the Jackson Community Association for S.W. Galeburn Street, leading to Jackson High School.

Two alternative bus routes diagonal on the following pages, have been discussed to serve Portland Community College and the southern neighborhood. The proposals would allow frequent service and low headways along S.W. Capitol. Portland Community College would become a transit station, offering many resources to the neighborhood.

Discussions between the Oregon State Highway Division, and the neighborhood groups contributed to the selection of Bus Service Alternative 2/Site Alternative 2.

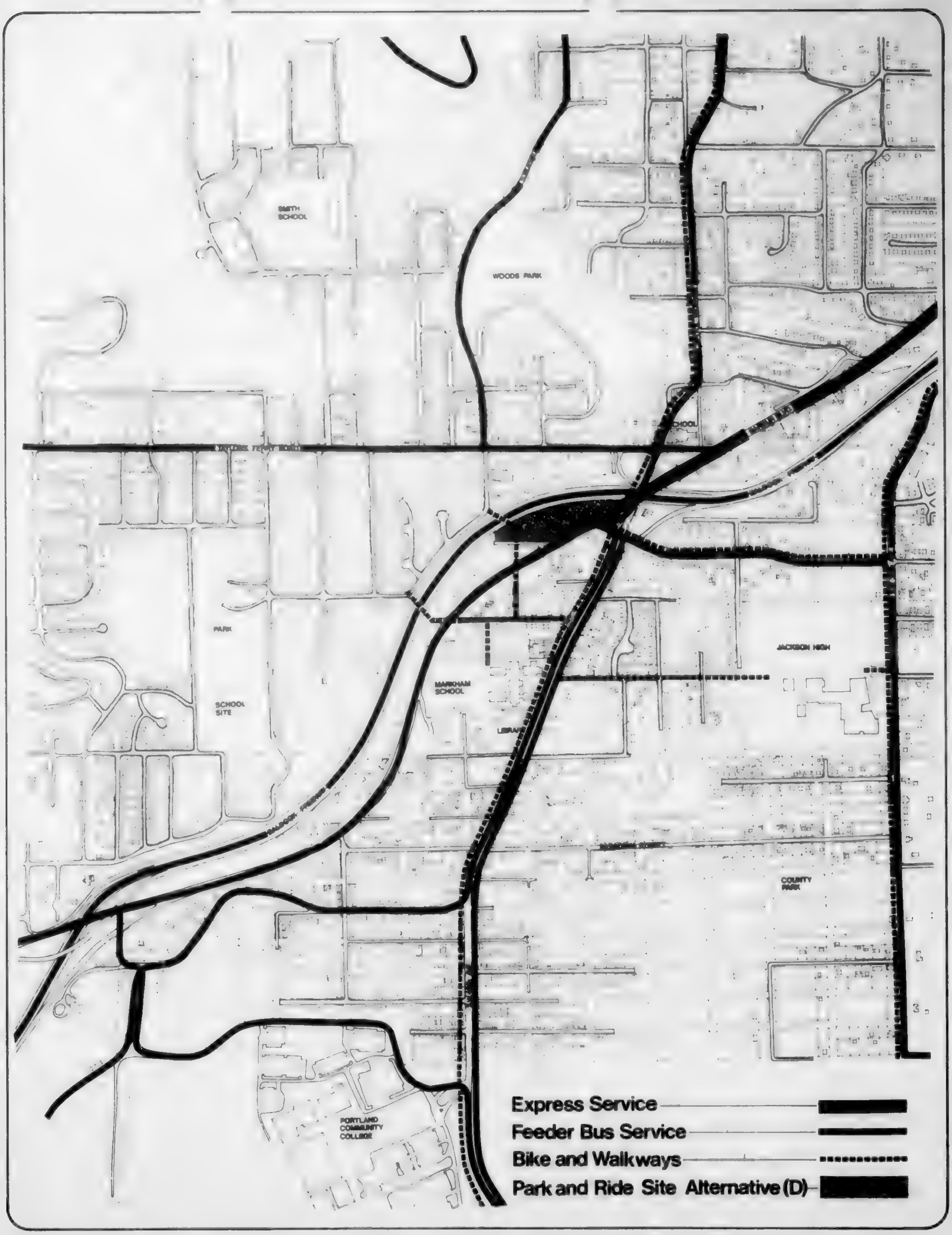


Bus Service Alternative 2 /Site Alternative 2

West Portland Park and Ride

City of Portland Planning Bureau / Tri Met

Figure 1



Bus Service Alternative 1 /Site Alternative 1

West Portland Park and Ride **City of Portland Bureau of Planning /Tri Met**

Figure 2

APPENDIX E

Alternatives and Tradeoffs

Alternatives to the park-and-ride concept and alternative design concepts for implementing a park-and-ride system were assessed during the planning of this proposal. The alternative selected is the most desirable in terms of implementing a component of the proposed public transit system and meeting the scope and scale requirements of West Portland. Other alternative actions were typically too expensive or too extravagant to serve the demand levels predicted for West Portland Park-and-Ride.

NO-BUILD ALTERNATIVE

West Portland Park-and-Ride should be implemented if Portland is to comply with the Clean Air Act and the Transportation Control Strategy. If the park-and-ride system, including the seven stations proposed in the control strategy, is not implemented by June 1976, then the federal government could impose stringent restrictions on vehicle movement in the Portland metropolitan area. West Portland is nearer implementation than the six other stations. Completing planning and opening this station before May 30, 1976 would show Portland's intention to meet air quality standards, even if the remaining proposed stations are not operational at that time.

West Portland Park-and-Ride is also one part of a total public transit plan for the greater Portland area. Success of the system depends on implementation of its component parts. If the stations and exclusive or preferential lanes are not available, then increasing the size of the bus fleet and other positive actions to provide an effective public transit alternative will not realize the success desired.

OTHER MODES

Other modes including light rail, and PRT and conventional rail, have been investigated for a Portland metropolitan area transportation system. For the Barbur-Baldock Freeway corridor, only two modes have been seriously considered as alternatives to the automobile. The first is bus service, in some combination of local and express service which has been analyzed and described in detail in this document. The other mode, presently being considered by the Governor's Task Force, is light rail.

A number of rail lines have been constructed through S.W. Portland since West Portland has become a suburban area. The only line which remains intact is the Southern Pacific westside lines, which are part of what has been identified as Corridor #1 in the Portland Area Rail Corridor Study prepared by the Public Utility Commission. This line parallels the Willamette River from downtown Portland to Lake Oswego and then swings through Lake Grove to Tualatin and Newberg, with a branch running through Tigard, Beaverton, and Hillsboro, and terminating in Forest Grove. Inoperative alignments include a Southern Pacific line which runs along S.W. Fourth, Barbur Boulevard, Bertha Boulevard, and then through Raleigh Hills to Beaverton, Hillsboro, and Forest Grove; and the Oregon Electric right-of-way, which utilized the present Baldock Freeway alignment to Multnomah Boulevard with extensions into Beaverton and westward.

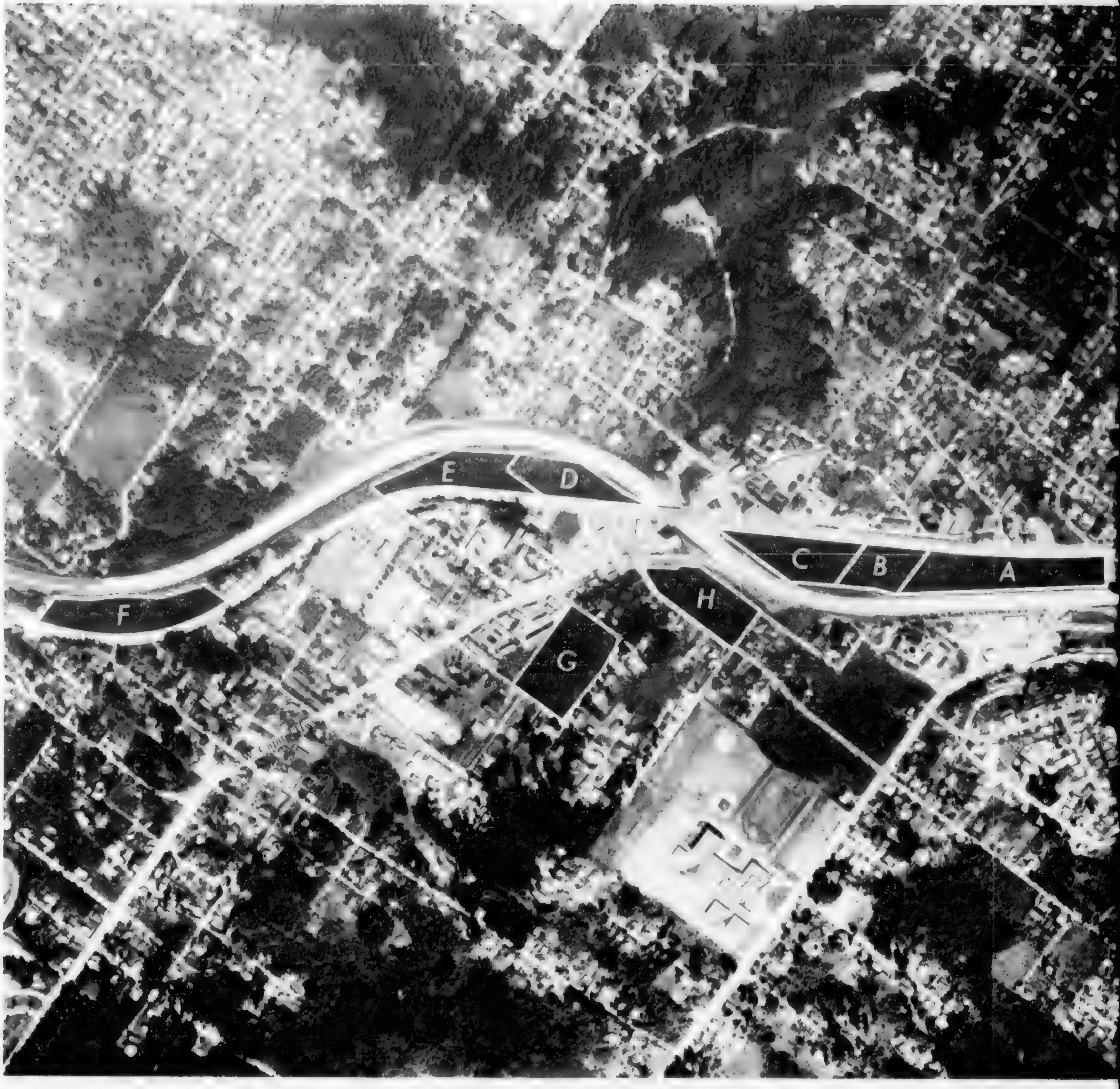
One of the 11 corridors identified in the Governor's Task Force study is the Barbur Boulevard-I-5 corridor to be utilized by

West Portland Park-and-Ride. This investigation has shown the feasibility of a light rail line up the corridor to Multnomah Boulevard, utilizing the inoperative Southern Pacific line. The light rail corridor follows Multnomah Boulevard west to the Beaverton area. The rails have been covered over by I-5 and Multnomah Boulevard or have been removed. This is the most direct route between the downtown area and Beaverton and east Washington County. The Task Force study concludes the cost of right-of-way would be high but the route has a fairly positive ratio between ridership and cost.

In the foreseeable future, express bus service is the most realistic public mass transit alternative to the automobile in this corridor. Both services, requiring separate but preferential treatment, could compete for the same limited right-of-way between Multnomah Boulevard and the downtown area along Barbur Boulevard and I-5.

Lot Selection Process and Criteria

The final selection of a lot site and route for the West Portland Park-and-Ride system is the culmination of studies of transit needs, estimated ridership, growth rates and parking needs during the last decade. Earlier studies recognized the value of park-and-ride systems in Portland and identified the Capitol Highway Interchange area as a transportation node and a desirable location for park-and-ride. In the study, 1990 Public Transportation Master Plan, DeLeuw, Cather projected West Portland Park-and-Ride parking requirements to be 230 spaces in 1975 and 800 spaces in 1990. Subsequent investigations by the Oregon State Highway Division and Tri-Met, based on more recent data and studies, have resulted in a revision of demand estimates.



ALTERNATE SITE G
5.8 acres

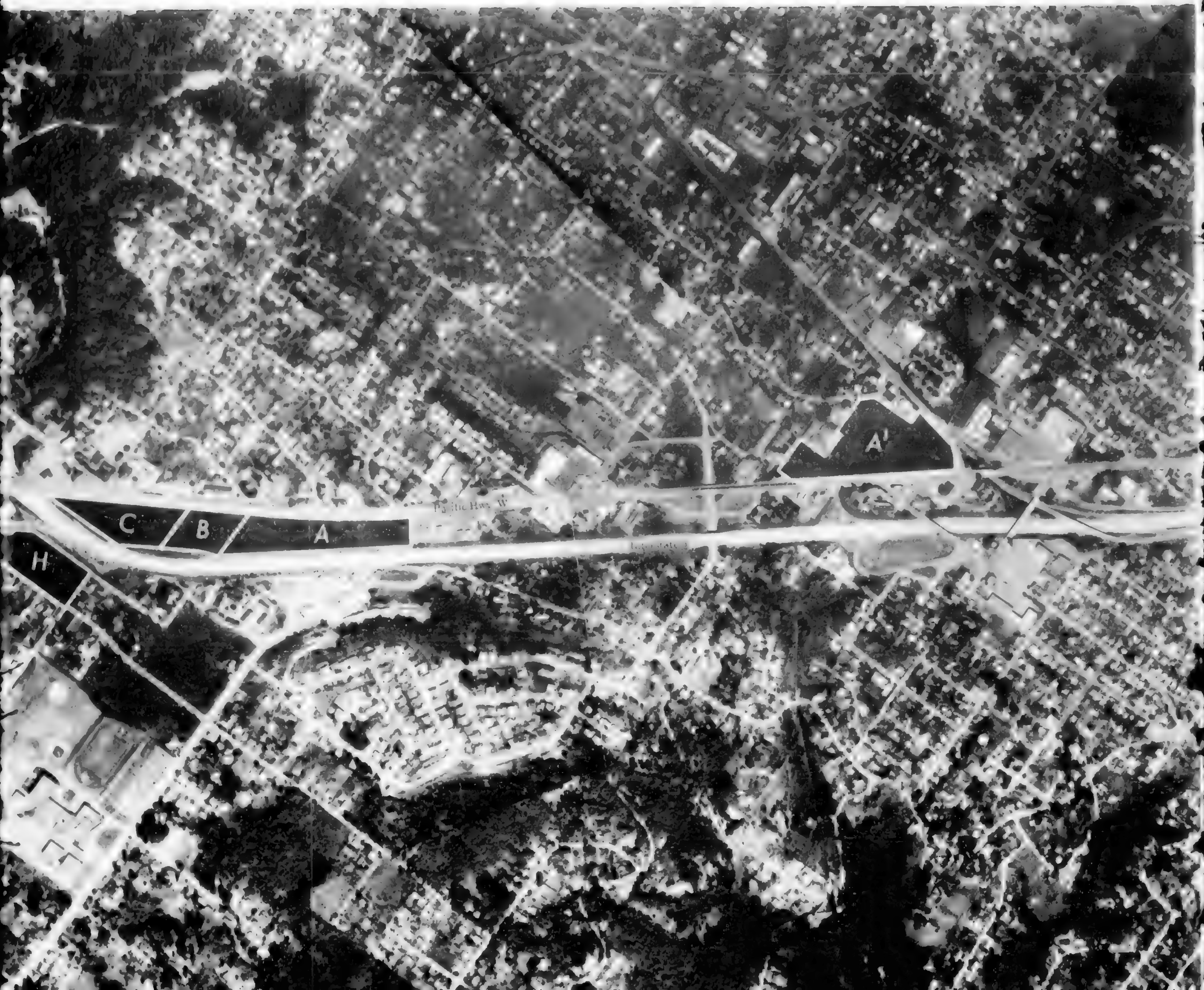
ALTERNATE SITE H
4.8 acres

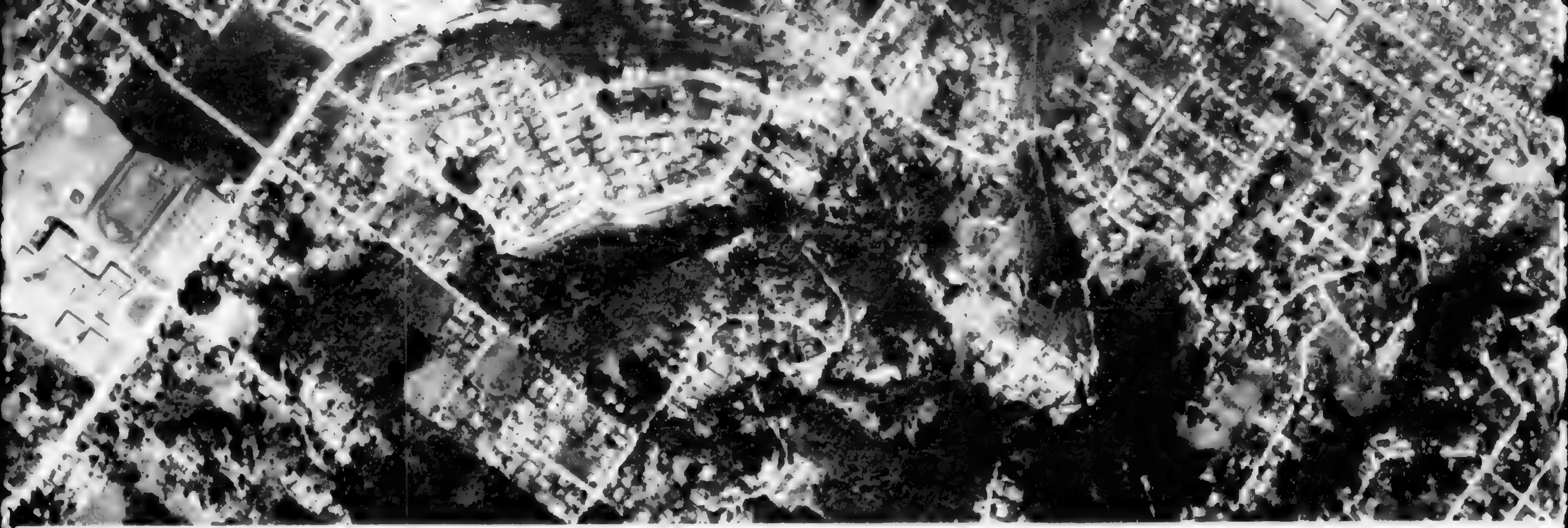
ALTERNATE SITE E
3.7 acres

ALTERNATE SITE F
4.9 acres

ALTERNATE SITE D
3.3 acres

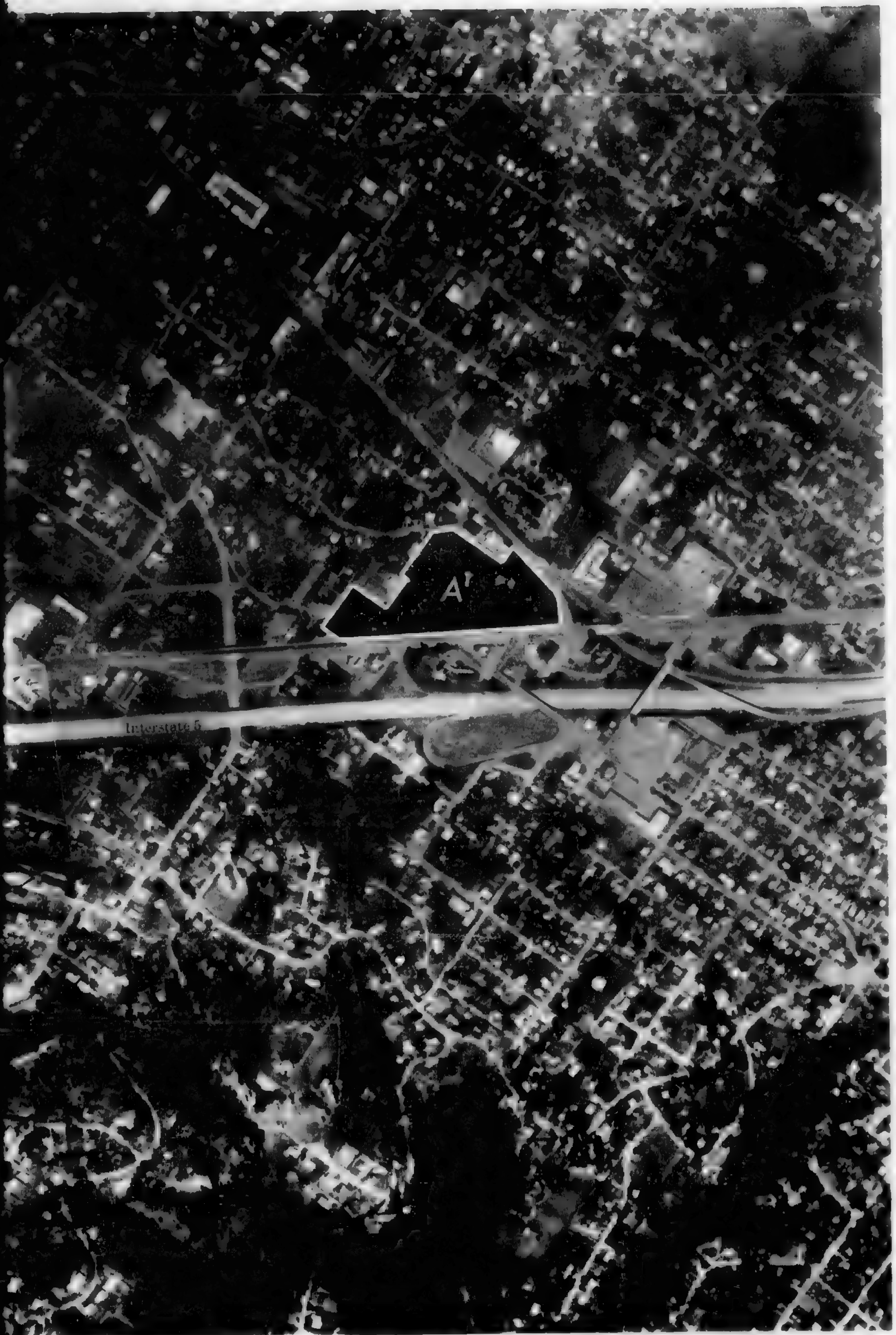
PROPOSED ALTERNATE PARK AND RID


A'
C
B
A
H
Pacific Hwy W
Interstate 5



PROPOSED ALTERNATE PARK AND RIDE STATIONS

Figure 1



ALTERNATE SITE B
3.4 acres

ALTERNATE SITE C
4.4 acres

ALTERNATE SITE A
5.4 acres

ALTERNATE SITE A'
10.36 acres

Figure 1

		A	B	C	H	
Desired by Jackson Contact Committee		Yes	Yes	Yes	No	Y
Desired by Technical Advisory Committee		Yes	Yes	Yes	No	Y
Accessibility	To I-5 South	Indirect at Capitol Hwy. Inter.	Indirect at Capitol Hwy. Inter.	Indirect at Capitol Hwy. Inter.	Indirect through Cap. Hwy. Inter.	Indirect at North Tigard Inte
	From I-5 South	Direct via New Ramp	Indirect from Capitol Hwy. Inter.	Indirect from Capitol Hwy. Inter.	Indirect through Cap. Hwy. Int.	
	To I-5 North	Indirect at Spring Garden Int.	Indirect at Spring Garden Int.	Indirect at Spring Garden Int.	Direct via exist. Huber St. Ramp	Indirect through Ca Hwy. Inte
	From I-5 North	Indirect from N. Tigard Int.	Indirect from North Tigard Int.	Indirect from North Tigard Int.	Indirect from North Tigard Inter.	
Accessibility To Barbur Blvd.		Direct, but interacts with other turning movements also	Direct, but interacts with other turning movements also	Direct, but near Capitol Highway Interchange movements	Indirect, involves left turns on Capitol Highway	Direct, act wi Capitol Inter. mov
Accessibility To Feeder Bus System		Minimal out-of-direction travel	Minimal out-of-direction travel	Minimal out-of-direction travel	Some out-of-direction travel but direct access to Freeway as express buses	Some directi to
Accessibility To Pedestrians (As is)		Difficult-must cross Barbur Blvd.	Difficult-must cross Barbur Blvd.	Difficult-must cross Barbur Blvd.	Accessible to area east of I-5 and S.W. Capitol Highway	Difficu cross
Displacement	households	2	35	5	10	
	businesses	2	4	3	0	
Cost (to Acquire for Right of Way-estimated)		614,000	555,000	320,000	310,000	49
Neighborhood Disruption		Increased A.M. and P.M. traffic congestion in Capitol Highway Interchange. Undetermined pressure for altered development pattern near lot	Same as A	Same as A	Increased congestion and safety problem along Huber St. and in Capitol Highway Inter. Undetermined pressure for altered development pattern near lot	Slight i A.M. traffic in C Highw Undet press altered ment nea

LOT SELECTION CRITERIA

C	H	D	G	E	F	A′
Yes	No	Yes	No	No	No	No
Yes	No	Yes	No	No	No	No
t at ol er. Indirect from Capitol Hwy. Inter. t at ng Int. Indirect from North Tigard Int.	Indirect through Cap. Hwy. Inter. Indirect through Cap. Hwy. Int. Direct via exist.Huber St. Ramp Indirect from North Tigard Inter.	Indirect at North Tigard Inter. Direct via New Ramp Indirect through Cap. Hwy. Inter. Indirect through Cap. Hwy. Inter.	Indirect through N. Tigard Inter. Indirect through N. Tigard Inter. Indirect through Cap. Hwy. Inter. Indirect through Cap. Hwy. Inter.	Indirect at North Tigard Inter. Indirect at North Tigard Inter. Indirect through Cap. Hwy. Inter. Indirect through Cap. Hwy. Inter.	Indirect at North Tigard Inter. Indirect through Cap. Hwy. Inter. Indirect at North Tigard Inter. Indirect at North Tigard Inter.	Indirect at Capitol Hwy. Inter. Direct from Spring Garden Exit Indirect at Spring Garden Rd. Indirect from North Tigard Inter.
ct, but near tol Highway terchange ovements	Indirect, involves left turns on Capitol Highway	Direct, may interact with some Capitol Highway Interchange movements	Indirect, interacts with vehicle and pedestrian traffic on Huber and I-5 on ramp	Direct, minimal interference, poor sight distance to South	Direct, minimal interference, from other turning movements	Direct, but congested, commercial area
mal out-of-ction travel	Some out-of-direction travel but direct access to Freeway as express buses	Some out-of-direction travel to south	Substantial out-of-direction travel, not on arterial	Some out-of-direction travel to south	Substantial out-of-direction travel to south	Minimal out-of direction travel, but inaccessible for Line 40
ficult-must Barbur Blvd.	Accessible to area east of I-5 and S.W. Capitol Highway	Difficult-must cross Barbur Blvd.	Accessible and near multi-family housing and schools on Capitol Highway	Difficult-must cross Barbur Blvd., not near many housing units	Difficult-must cross Barbur Blvd., not near many housing units	Accessible to single family houses, but not Huber St. neighborhood area
5 3	10 0	14 2	6 0	0 18	13 4	17 9
20,000	310,000	496,000	535,000	470,000	790,000	890,000
me as A	Increased congestion and safety problem along Huber St. and in Capitol Highway Inter. Undetermined pressure for altered development pattern near lot	Slight increase in A.M. and P.M. traffic congestion in Capitol Highway Inter. Undetermined pressure for altered development pattern near lot	Increased congestion in interchange and along S.W. Capitol Highway. Substantial pressure for altered development pattern near lot	Same as D	Minimal disruption to existing transportation activities and development patterns	Same as A but pressures for development not near Capitol Highway Interchange

Table 1

	E	F	A′
	No	No	No
	No	No	No
direct ugh N. rd Inter.	Indirect at North Tigard Inter. Indirect at North Tigard Inter.	Indirect at North Tigard Inter. Indirect through Cap. Hwy. Inter.	Indirect at Capitol Hwy. Inter. Direct from Spring Garden Exit
direct ugh Cap. y. Inter.	Indirect through Cap. Hwy. Inter. Indirect through Cap. Hwy. Inter.	Indirect at North Tigard Inter. Indirect at North Tigard Inter.	Indirect at Spring Garden Rd. Indirect from North Tigard Inter.
nter- ehicle trian Huber ramp	Direct, minimal interference, poor sight distance to South	Direct, minimal interference, from other turning movements	Direct, but congested, commercial area
al ction ot ial	Some out-of-direction travel to south	Substantial out-of-direction travel to south	Minimal out-of direction travel, but inaccessible for Line 40
and amily and on hway	Difficult-must cross Barbur Blvd., not near many housing units	Difficult-must cross Barbur Blvd., not near many housing units	Accessible to single family houses, but not Huber St. neighborhood area
	0 18	13 4	17 9
00	470,000	790,000	890,000
ed n in nge S.W. ghway. tial for velop- stern ot	Same as D	Minimal disruption to existing transportation activities and development patterns	Same as A but pressures for development not near Capitol Highway Interchange

Table 1

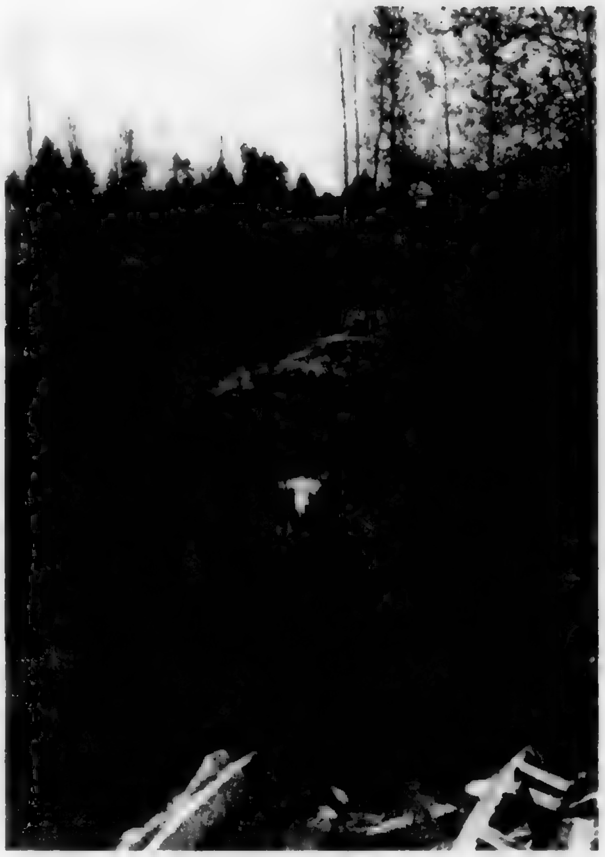
The most recent study completed by the Oregon State Highway Division and Tri-Met has concluded that approximately 300 spaces for autos will be necessary to accommodate users of the park-and-ride facility. This study can be found in Appendix A.

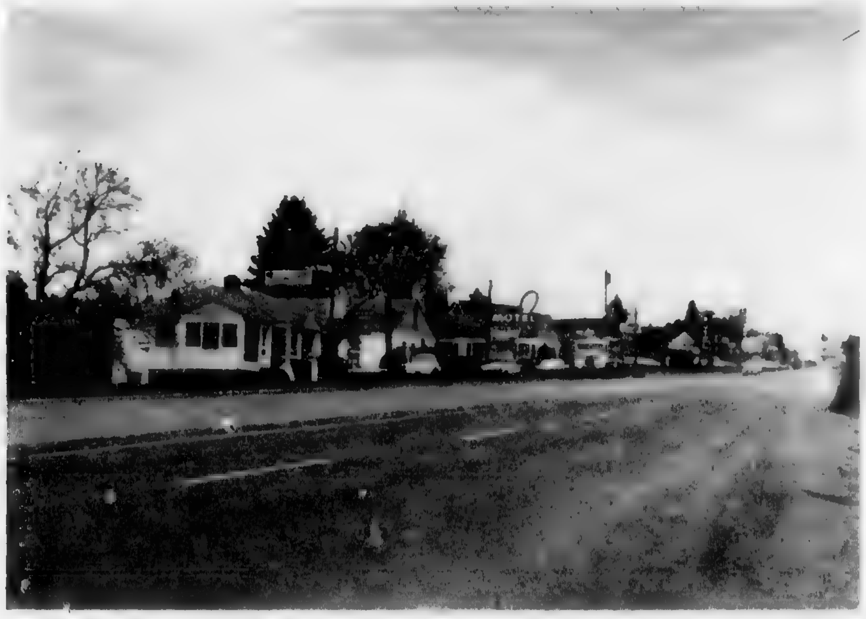
Nine locations were initially investigated in the fall of 1973 as potential sites for the West Portland Park-and-Ride lot. These nine locations were considered by the Oregon State Highway Division in consultation with the Jackson Contact Committee and the Technical Advisory Committee. The locations are shown on the next page. These locations were considered because they were near Capitol Highway Interchange. Each location had the area required to accommodate predicted demand.

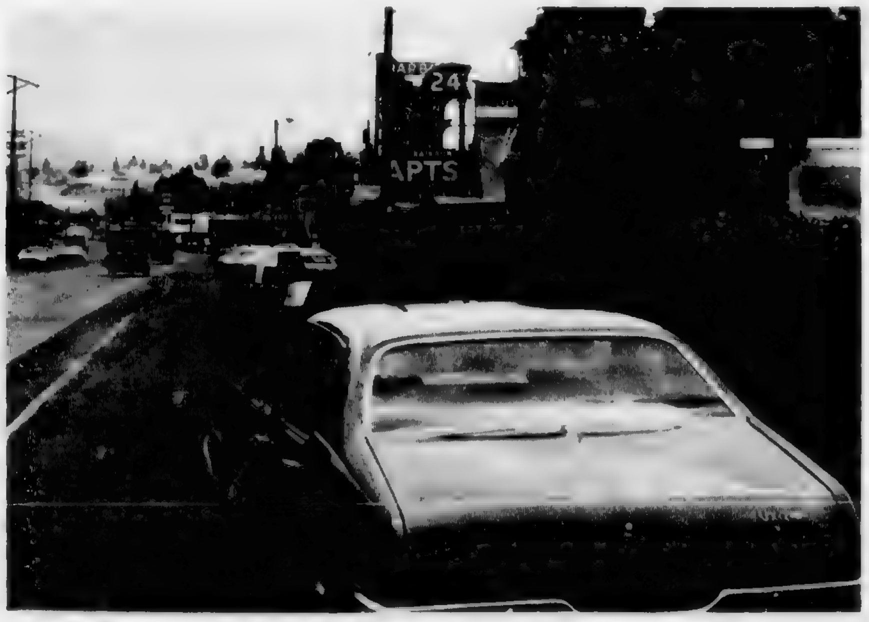
Table 1 lists criteria by which four of the nine sites were selected for more detailed analysis in the DEIS. Direct access to Barbur Boulevard and the Baldock Freeway was considered desirable. Increasing existing traffic congestion at peak hours due to poor station access was considered unacceptable. Accessibility to a feeder bus system was flexible as Tri-Met planned to modify local bus routes when the specific site was selected, allowing maximum utilization of the station as a transfer point. Included in the requirements for accessibility were bicyclists' use. Minimal displacement problems was also a selection criteria.

Selection was based on the recommendations of both the Jackson Contact Committee and the Technical Advisory Committee. Both groups selected lot sites A, B, C and D for analysis as alternatives in DEIS. Lots A, B, and C, three adjoining lots, were combined into one large site with a capacity for approximately 600 autos at-grade. This number of vehicles was the most recent estimate of demand available when this

LOT ALTERNATIVES







Small Wetland on Lot Site A

Apartment Building on Lot Site D

Lot Site ABC Facing Southeast

Lot Site ABC Along Barbur
Boulevard Facing North

Figure 2

selection occurred. Lot D was considered as a site for a multi-level parking structure with the same capacity. Both sites are pictured in greater detail on the next page.

Lot ABC lies north of Capitol Highway Interchange between Barbur Boulevard and the Baldock Freeway. It encompasses 12.0 acres. The projected cost of acquisition was approximately $1,500,000. Lot D, also outlined in the aerial photograph, is a smaller lot encompassing only 3.4 acres. The anticipated cost of lot acquisition was $500,000. To meet the anticipated demand of vehicles on this lot, a multi-level parking structure was proposed. The initial construction cost estimate was approximately $7,000,000, as compared with $3,000,000 to $5,000,000 on site ABC.

Land use on both sites reflects its location adjacent to an urban arterial. Lot ABC included forty-two households and nine businesses. Many of the households lived in motel-apartment units. The firms included a tire company, an insurance office, a restaurant, a realtor, an upholstery shop, an apartment house and three motels. The general condition of the section was typical of older development making up the commercial strip lining Barbur Boulevard.

Lot D included fourteen households in a modern three-story apartment building adjacent to and overlooking the Baldock Freeway. In addition, two businesses, a heating company and a retail lumberyard, employing a total of eight individuals were located within the lot area.

Construction of a park-and-ride station on either site would have substantial impacts on occupants of the lot area. The large number of households and persons displaced by Lot ABC is due to the presence of several multiple-family units in the form of older motel units. The total of households and firms displaced would have been less for Lot D. While the direct financial costs for alternative site development plans using Lot ABC were less than the comparable development using Lot D, the displacement costs of Lot ABC would have been greater than Lot D. A trade-off existed between the higher financial costs of the station development options on Lot D and the higher social and financial displacement costs of Lot ABC, including tax loss.

A traffic analysis of the proposed transit system, including the two lot alternatives, a "no-build" option, and various route alternatives was prepared for the DEIS. The study showed that attraction of additional traffic to the lot would have a significant positive impact in the already congested Capitol Highway Interchange. Operation of the park-and-ride station would reduce congestion as it would divert 15% of the existing traffic on Capitol Highway to bus use. Morning and evening peak-hour movements from the west on Capitol Highway and the south and north approaches at Barbur Boulevard, respectively, would still, however, operate at defined level of service "C"-"D" (see Table 2).

Preliminary investigations by the Oregon State Historic Preservation Office have not identified historic or archeological properties in the lot site. The National Register and Statewide Inventory of Historic Sites and Buildings do not list any properties within or near the lot site.

The physical landscape would receive insignificant impacts at either site location. In this extensively developed suburban environment, surrounded by major roads, neither site is an important resource as natural habitat.

TYPICAL LANE ASSIGNMENTS

LEGEND

AM = INBOUND

PM = OUTBOUND

➞ = BUS

⇨ = CAR

➡ = CARPOOL

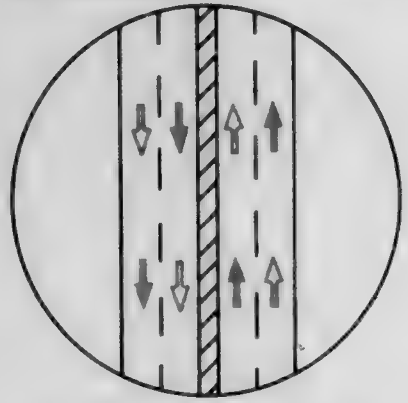
—— = TEMPORARY DIVIDERS

– – – = STRIPED LANES

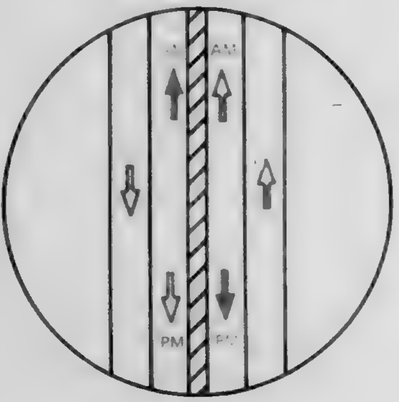
═ = PERMANENT BARRIERS

▨ = MEDIAN AREA (with or without barriers)

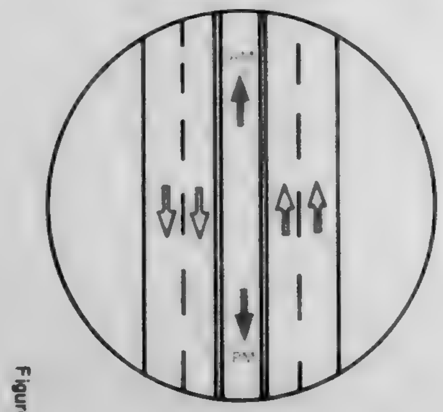
ALTERNATE 1 & 2 on Barbur Blvd.
Buses Mixed With Other Traffic
Alternate 2 provides for bus signals at key intersections.



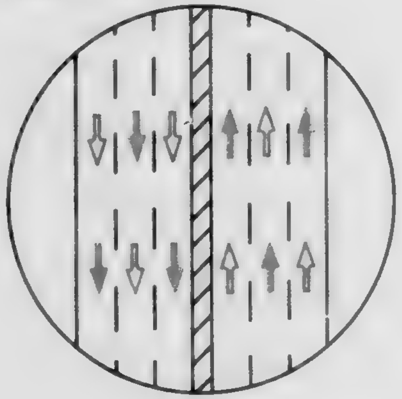
ALTERNATE 3 on Barbur Blvd.
Exclusive Bus Lanes



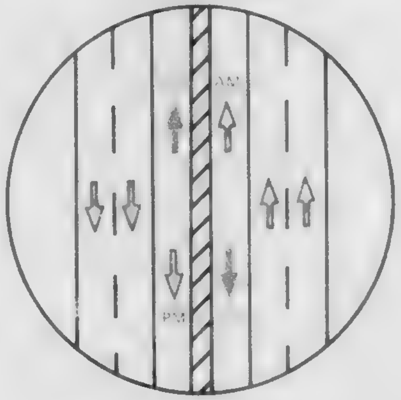
ALTERNATE 4 on Barbur Blvd.
Exclusive Bus Lane



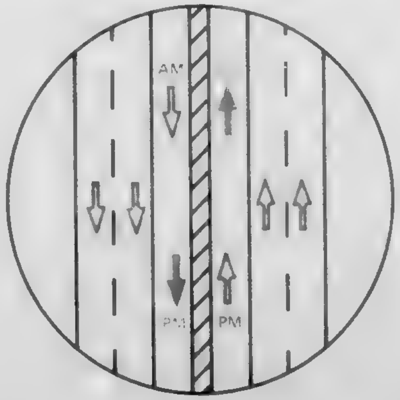
ALTERNATE 5, 6 & 7 on I-5
Buses Mixed With Other Traffic
Requires Signals at Huber St.
Alternate 6 provides metering Huber St. on ramp to I-5.
Alternate 7 provides exclusive bus ramp, Huber St. to I-5.



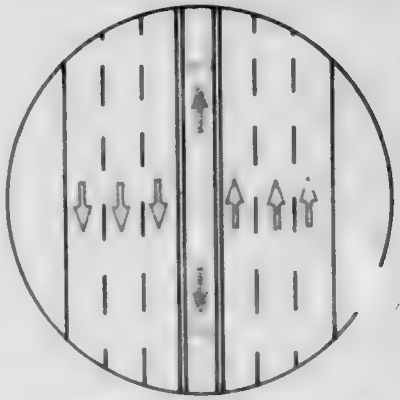
ALTERNATE 9 on I-5
Exclusive Bus Lanes



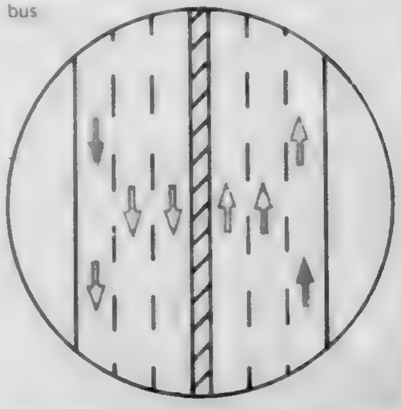
ALTERNATE 8 on I-5
Exclusive Bus Lanes



ALTERNATE 10 on I-5
Exclusive Bus Lane



ALTERNATE 11 on I-5
Inbound Bus = Barbur Blvd. (Alternate 1), Spring Garden Rd., I-5
Outbound Bus = the reverse of inbound bus



ALTERNATE 12 on I-5
Exclusive Bus Lane
Exclusive Carpool Lane

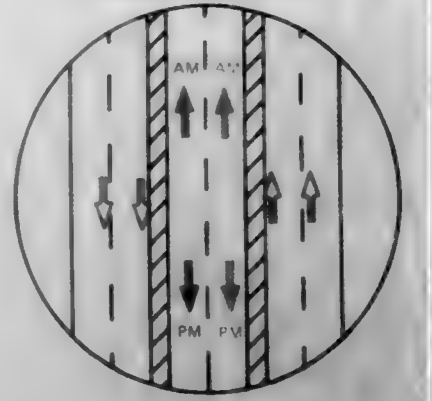


Figure 3

BUS ROUTE SELECTION CRITER

			1		2		3		4		5	
Selected by Jackson Contact Committee			No		No		Yes		No		No	
Selected by Technical Advisory Committee			No		No		Yes		No		No	
Cost (estimates)			20,000		150,000		800,000		4,600,000		20,000	
Total Daily Ridership[2] (1973) Inbound			430		450		910		1050		510	
Passenger Vehicle Level of Service[3] in Peak Direction			D		D		E		D		E	
Bus Level of Service on Arterial Used by Bus in Peak Direction (1975)			D		C		B		B		E	
Travel Time Comparison in Peak Direction												
Bus	I-5	Barbur Blvd	12	15	12	12	12	9	12	9	12	15
Car	I-5	Barbur Blvd.	12	15	12	15	12	15	12	15	12	15

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[1] Alternative II is an extended ingress and egress variation for other alternatives.

[2] Data derived in June, 1973 using formulas found in: Predicting Park N Ride Demand, Abdus Samad, U.R. and W.L. Grecco, Joint Highway Research Program No. 50, Indiana University and Indiana State Highway Commission, Indianapolis, Dec. 1972. 38 p.

[3] Levels of service on urban freeways (applies to Al

Levels of Service on Urban Freeways
(Applies to Alternatives 1-4)

Level of Service "B" - The higher speed range with stable flo

Level of Service "C" - Considered stable flow with slightly operating speeds. Drivers have freedom to maneuver and flow maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with o speeds for cars exceeding 40 MPH. Fluctuations in volu temporary restrictions to flow may cause substantial dro operating speeds. Comfort and convenience is low and freed maneuver is restricted.

Level of Service "E" - Unstable flow with passenger vehicle o speeds about 30-35 MPH and volumes approaching capacity may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at passenger operating speeds range downward from 30 MPH to stop operation.

Operating Speed: The highest overall speed at which a driv travel on a given highway under favorable weather conditio under prevailing traffic conditions without exceeding the safe as determined by design speed on a section-by-section basis.

BUS ROUTE SELECTION CRITERIA

2	3	4	5	6	7	8	9	10	11[1]	12
No	Yes	No	No	No	No	Yes	Yes	No	Yes	Yes
No	Yes	No	No	No	No	Yes	Yes	No	Yes	Yes
150,000	800,000	4,600,000	20,000	30,000	21,000	750,000	1,000,000 plus operation costs		-	9,600,00
450	910	1050	510	520	520	1030	980	980	-	1030
D	E	D	E	E	E	F	D	D	-	F
C	B	B	E	E	E	A	A	A	-	A
12 12 12 15	12 9 12 15	12 9 12 15	12 15 12 15	11.5 15 12 15	11.5 15 13 15	8 15 13 15	9 15 11.5 15	8 15 11.5 15	– – – –	8 1 13 1

other

ark N
ighway
ghway

[3]Levels of service on urban freeways (applies to Alternatives 1-4) and on urban arterial streets (applies to Alternatives 5-12)

Levels of Service on Urban Freeways
(Applies to Alternatives 1-4)

Level of Service "B" - The higher speed range with stable flow.

Level of Service "C" - Considered stable flow with slightly lower operating speeds. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds for cars exceeding 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with passenger vehicle operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at passenger vehicle operating speeds range downward from 30 MPH to stop-and-go operation.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without exceeding the safe speed as determined by design speed on a section-by-section basis.

Levels of Service on Urban Arterial Streets
(Applies to Alternatives 5-12)

Level of Service "A" - Free flow (relatively; some stops will occur). Average travel speed above 30 MPH

Level of Service "B" - Stable Flow (delays not unreasonable). Average travel speed 25-30 MPH.

Level of Service "C" - Stable flow (delays significant by acceptable). Average travel speed 20-25 MPH.

Level of Service "D" - Approaching unstable flow (delays tolerable). Average travel speed 15-20 MPH.

Level of Service "E" - Unstable flow (congestion not due to back-ups ahead). Average travel speed approximately 15 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go). Average travel speed less than 15 MPH.

Average Travel Speed: The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

Levels of Service Definitions: Taken from 1965 Highway Capacity Manual.

Tabl

	8		9		10		11[1]		12	
	Yes		Yes		No		Yes		Yes	
	Yes		Yes		No		Yes		Yes	
0	750,000		1,000,000 plus operation costs				-		9,600,000	
	1030		980		980		-		1030	
	F		D		D		-		F	
	A		A		A		-		A	
5	8	15	9	15	8	15	–	–	8	15
5	13	15	11.5	15	11.5	15	–	–	13	15

erial streets (applies to Alternatives 5-12)

of Service on Urban Arterial Streets
(Applies to Alternatives 5-12)

"A" - Free flow (relatively; some stops will occur).
eed above 30 MPH.

ce "B" - Stable Flow (delays not unreasonable).
eed 25-30 MPH.

"C" - Stable flow (delays significant by acceptable).
eed 20-25 MPH.

"D" - Approaching unstable flow (delays tolerable).
eed 15-20 MPH.

ce "E" - Unstable flow (congestion not due to
Average travel speed approximately 15 MPH.

"F" - Forced flow (jammed; stop-and-go). Average
than 15 MPH.

Speed: The summation of distances traveled over a
uring a specified period of time, divided by the
erall travel times.

ce Definitions: Taken from 1965 Highway Capacity

Table 2

Local individuals, public agencies and Tri-Met reviewed the two lot proposals. Tri-Met recommended a reduced size lot capacity of 300 for initial development to satisfy service level demands based on an ability to provide better feeder bus service. The Oregon State Highway Division's planning reflected this recommendation in their choice of Site A for the selected site for park-and-ride development. Confining the site to the most southerly portion of Lot A reduces costs, requires less right-of-way and can accommodate a bicycle-pedestrian overcrossing within existing Oregon State Highway Division right-of-way. The topography permits an at-grade lot with a capacity for 300 autos.

Route Selection Process and Criteria

Establishment of an exclusive bus travel lane with termini at a West Portland Park-and-Ride station site and a major transfer station in the Portland CBD at the downtown transit mall, was recommended in Immediate Improvements in Public Transportation. The Highway Division analyzed twelve alternative lane assignments, four on Barbur Boulevard and eight on the Baldock Freeway.

Interstate 5 is the main north-south interstate freeway in the western United States. In southwest Portland, I-5 transverses land-use areas of commercial establishments, industrial developments, and residential neighborhoods. I-5 is separated from adjacent developments and provides high-speed downtown access for suburban commuters. At some points, I-5 skirts homogeneous community areas and at other points the freeway passes through established neighborhoods. Such is the case in the Huber Street area. While providing a rapid transportation route, I-5 separates

TABLE 2

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH.

Level of Service "C" - Considered stable flow with operating speeds between 50 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow conditions at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A"	Free flow (relatively; some stops will occur) Average travel speed above 30 MPH.
Level of Service "B"	Stable flow (delays not unreasonable) Average travel speeds 25-30 MPH.
Level of Service "C"	Stable flow (delays significant but acceptable) Average travel speed 20-25 MPH.
Level of Service "D"	Approaching unstable flow (delays tolerable) Average travel speed 15-20 MPH.
Level of Service "E"	Unstable flow (congestion not due to back-ups ahead) Average travel speed approximately 15 MPH.
Level of Service "F"	Forced flow (jammed; stop-and-go) Average travel speed less than 15 MPH.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

community activities, interrupts local street systems, and only allows intermittent access at interchanges.

Barbur Boulevard is the arterial business route between the CBD and the suburban area to be served by this proposal. Barbur Boulevard is characterized by adjacent commercial development, primarily serving auto-related functions. A count taken by the Oregon State Highway Division in late 1973 showed that there were 99 businesses along Barbur Boulevard between S.W. Capitol Highway Interchange and the southern edge of the downtown area (I-405). Most of these businesses are located in the suburban area between S.W. Capitol Highway and S.W. Terwilliger Boulevard. Dominant commercial uses include auto service firms (23), eating and drinking establishments (16), and motels (9). This arterial attracts people seeking local services. Consequently, during the afternoon rush hour, when commuters and shoppers travel on this arterial, congestion results from turning movements and the lack of left-turn refuges in most locations.

Twelve lane assignments, utilizing either Barbur Boulevard or the Baldock Freeway, were initially investigated. The diagram of typical sections on the next page illustrates these options. On the page following the diagram of typical sections, Table 2 lists five criteria used in selecting routes for a detailed comparison in the DEIS. The Technical Advisory Committee and the Jackson Contact Committee concurred on the selection of five alternatives for more detailed analysis.

Cost and time to implement were two deciding factors. High cost typically correlates with greater structural modification or new construction and was, therefore, correlated closely to the period required for implementation. As the station should be in operation by 1976 to conform to the Transportation Control Strategy, alternatives which have lengthier implementation periods were questionable solutions for the short run. Therefore, desirable alternatives that could not be fully implemented by June 1976 also needed interim solutions that would allow the system to be in operation by that date. These choices included running buses in mixed traffic or with minimal preferential treatment. However, most interim choices offered less incentive to attract patrons because of increased travel times. Solutions which could be implemented by 1976 and had a lower cost were considered more desirable than solutions requiring extended construction schedules.

Access between the selected route and the selected lot could require new structures, new traffic control measures (including signalization, signs, and striping) and widening of existing arterials, dependent upon the alternative selected. The Oregon State Highway Division coordinate with the Portland City Traffic Engineer to consider technical details of specific alternatives. From Lot D buses would utilize existing access to the freeway at Capitol Highway Interchange or via a new ramp from the lot onto the freeway. Vehicles northbound on I-5 would have direct access into the lot on a new ramp. As direct ingress and egress for this lot from the northern direction would require extensive modification of Capitol Highway Interchange, the existing Capitol Interchange for both buses and cars would be used for access.

Ingress and egress to Lot ABC would also require modifications. If a freeway route was selected, buses could enter the freeway at the Spring Garden Street Interchange, approximately 3,600 feet north of the northern lot terminus. Buses would either use the existing entrance ramp or an exclusive bus ramp that would be constructed at the center of the Spring Garden Street Bridge over the Baldock Freeway. This ramp would have allowed buses direct access to a northbound express lane. A second alternative discussed was direct access via structure from the lot to the center lane of the freeway. This more expensive alternative would have decreased travel time by providing direct access to express lanes. An exclusive exit ramp for buses could be located at the north end of the site, bringing buses directly into the lot and avoiding turning movements at Capitol Highway Interchange. If Barbur Boulevard was utilized, as recommended in the DeLeuw, Cather studies, buses would have direct access at the lot in both directions.

Four alternative routes and one extended access route between Lot ABC and the Baldock Freeway were presented in the DEIS. The single alternative utilizing Barbur Boulevard, Alternative 3, would have placed an exclusive bus lane on the existing arterial for the entire route. Between the lot and Slavin Road, where Barbur Boulevard includes four travel lanes, the exclusive lane would have been the median lane in the off-peak direction. Therefore, three lanes would flow in one direction and the fourth lane in the opposite direction. In the five-lane section of Barbur Boulevard, between Slavin Road and the CBD, the center lane would have been designated as an exclusive bus lane. Where this arterial again narrows to four lanes, the bus would have mixed with traffic, crossing I-405 onto Fourth Avenue, and gaining access to the transit mall from this location. When Alternative 3 was selected to be the implemented route, it was modified to fit the scope of the project. These modifications are discussed in detail in the text.

Alternative 8 was an exclusive or preferential bus lane in the peak direction on I-5. Bus traffic and probably carpools carrying three or more riders were designated for preferential lane use. If Lot D was used, access to the freeway would have utilized the Capitol Highway Interchange ramp or ramp directly onto I-5. If ABC was selected, Spring Garden

PEAK HOUR LOAD LANE ASSIGNMENT
ALTERNATE 3

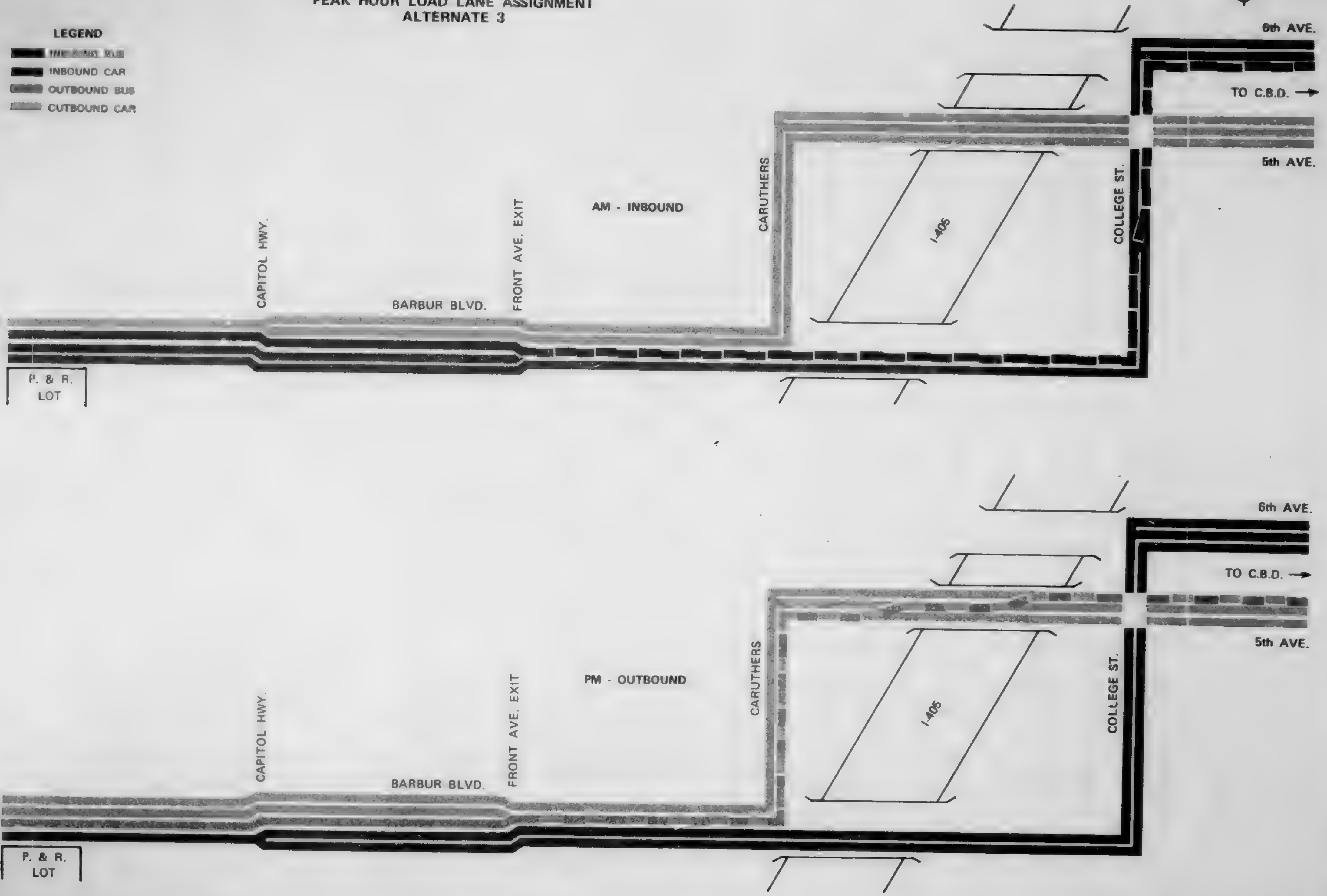


Figure 4

Road Interchange may have been used for access to I-5. Use of the Spring Garden Road Interchange was called Alternative 11. If Alternative 11 had been selected, buses could have either entered on the existing access ramp or on a proposed exclusive bus ramp that would have provided direct access into the median lane from the Spring Garden Road overpass.

The a.m. exclusive or preference lane would have been the median lane northbound. When the buses reached the I-5 and I-405 (Stadium Freeway) Interchange, buses could follow one of two routes into the downtown area. If the bus remained in the express lane, it would have used the Clay Street exit. The advantage of this route was that the median lane terminates at Clay Street. However, the Clay Street exit is congested during the rush hour. The other choice was to use the Sixth Street exit from I-405. To gain access to this exit, the bus would have to cross one lane to get from I-5 onto the entrance ramp to I-405, cross a second lane along the ramp, and cross two more lanes containing traffic from the Marquam Bridge to reach the Sixth Street exit within a distance of .32 mile between the junction of Marquam Bridge ramp and I-405 entrance ramp.

From either entrance into the city grid system, buses would have merged with traffic and proceeded to the south end of the transit mall at Sixth Avenue and Madison Street.

During the afternoon, either Market Street or Fifth Avenue would have been used for trips from the CBD to the West Portland Park-and-Ride station. If Market Street was used, buses would have crossed only one lane to gain access to an express lane on I-5. Movement in this ramp area would have been in the exclusive or preferential lane when reaching I-5. If Fifth Avenue was used, buses would have had to merge across two lanes of traffic on I-405 within a distance of .11 mile to

PEAK HOUR LOAD LANE ASSIGNMENT
ALTERNATE 8

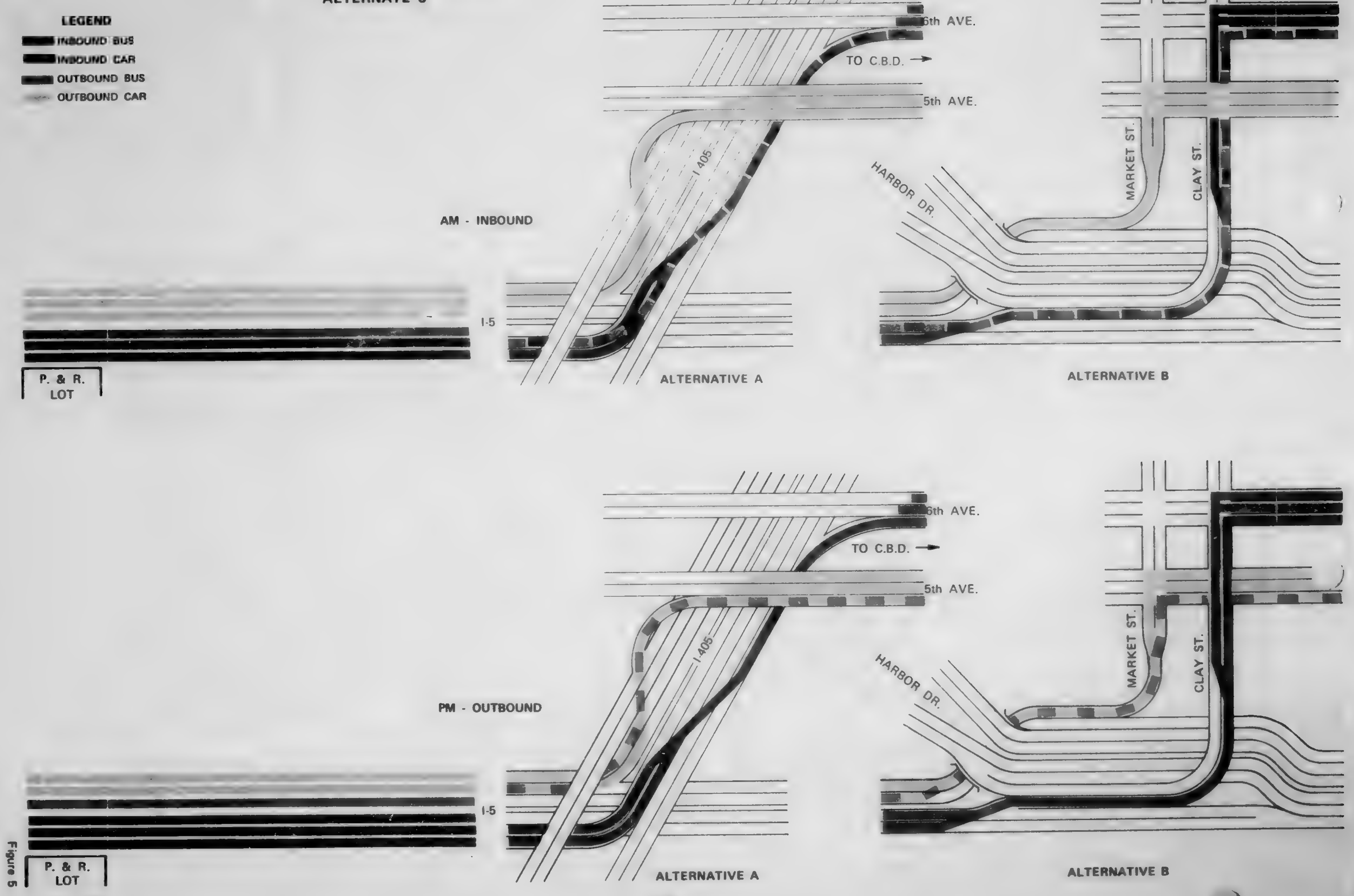


Figure 5

reach the I-5 entrance ramp. The bus must traverse one additional lane after entering I-5 to reach the preferential or exclusive lane.

If Lot ABC was selected, the buses would have exited either via the reversible exclusive bus ramp at Spring Garden Road or at an exclusive entrance ramp leading directly into the lot. If the direct access ramp was constructed, buses would have had to merge across two lanes of peak-hour traffic to reach the ramp. If Lot D was selected, then the existing Capitol Highway Interchange exit would have been used. After leaving the freeway, buses would have had four right turns to gain access into the lot. If this alternative had been selected, maintenance costs would have been substantial. Based on operating experiences in other cities, it would cost $18,000 to $60,000 per mile per year to operate this system, including moving cones and having service vehicles available in case of breakdown. Tri-Met operating this facility, would have been responsible for this expense.

Operation of Alternative 9, would have been similar to that of Alternative 8, except that the exclusive or preferential lane would have been the off-peak median lane, called a contraflow lane. Again, exclusive or preferential lanes would have been separated from adjacent lanes, and extensive signing would have been required. Contraflow lanes are operated in several other urban areas in the United States. The main advantage of this alternative over Alternative 8 was that it allowed three lanes of peak-hour traffic, improving the level of service for cars from F to a level between C and E. The only cost variation between Alternative 8 and Alternative 9 was a higher capital cost associated with signing and equipping the contraflow lanes, and providing access to the contraflow lanes for southbound buses leaving downtown. Operating costs were identical for both alternatives.

When considering transit operations, Alternative 12, was the optimal public transit alternative for this corridor. I-5 would require substantial modification, at an estimated total cost of $9,600,000. Piers for structures over I-5 would have rebuilt the entire length of the exclusive lanes to split I-5 into three two-lane sections. In addition, permanent G.M. barriers located in the present median would have been removed and additional barriers would have been added, separating the freeway into three segments. Car traffic would have had two lanes in each direction. The two center lanes would have been utilized by carpools and buses. Entrance to the exclusive lanes would have been monitored to insure compliance with any rules related to carpool usage.

The park-and-ride route must be operational by June 1976 to help bring Portland into compliance with the Transportation Control Strategy. Alternative 12 could not be constructed and operational by that date. Alternatives 3, 8 and 9 were also questioned as operable by that date although implementation would take less time than Alternative 12. If the selected route could not be operational by the date established in the control strategy, an interim, temporary route could be opened. This operation would probably include running buses in mixed traffic or giving buses preferential treatment in existing traffic. The main disadvantage of initial operation in mixed traffic was that many potential patrons would not realize any time savings or convenience from the system, perceived or real. The interim solution would be very difficult to market successfully. If patronage is substantially lower

PEAK HOUR LOAD LANE ASSIGNMENT
ALTERNATE 9

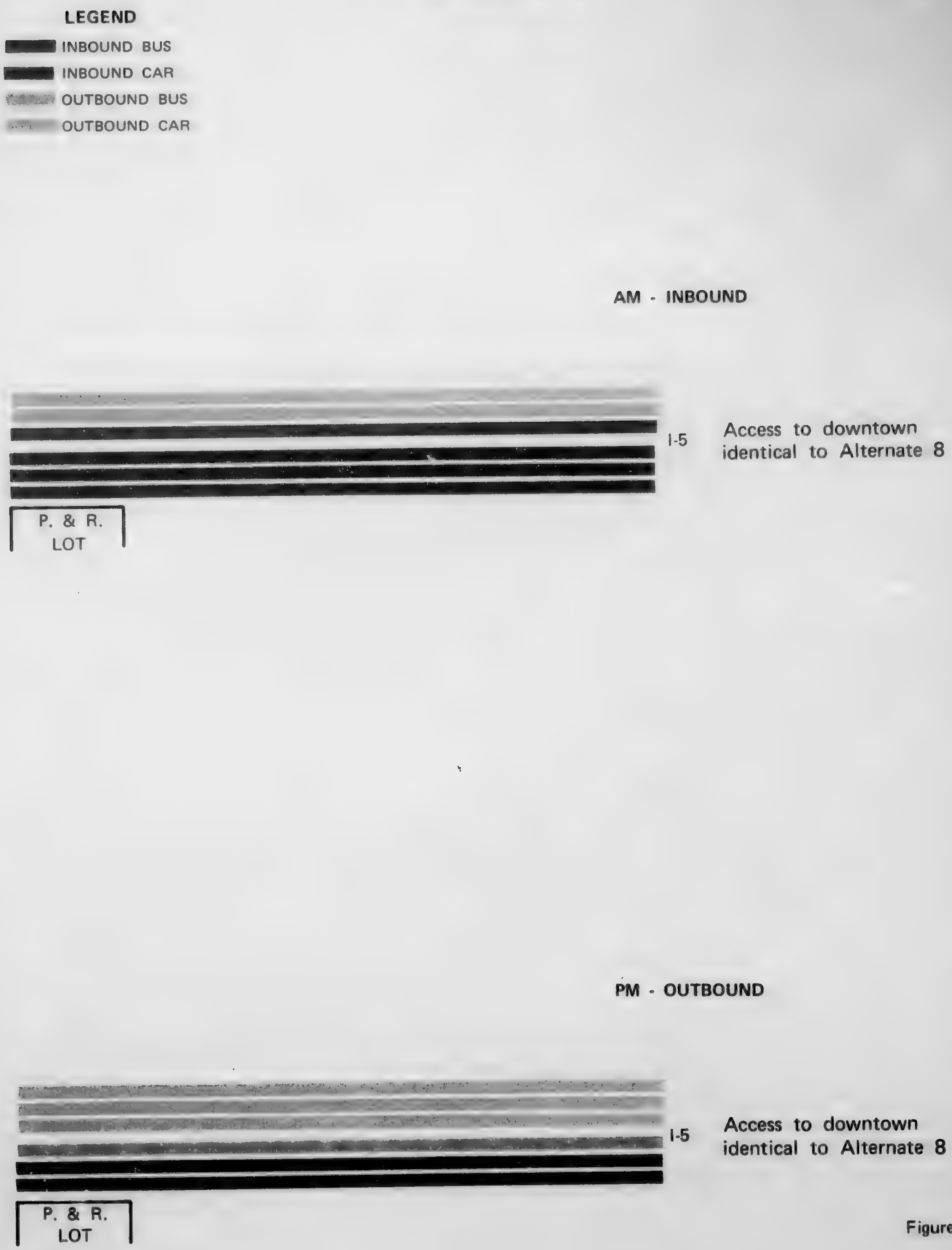


Figure 6

than projected, then the future of this initial station and the entire system would be subject to questioning and critical reexamination.

Bus ridership would have tended to be higher for those alternatives where nonbus lanes were most congested; park-and-ride usage would have been greatest with alignments numbers 8 and 12. Auto and truck traffic would have been reduced to two lanes on the freeway, and some traffic during the peak hours would have been diverted from the freeway to Barbur Boulevard. Conversely, the greatest capacity for auto and truck traffic would have been with Alternative 3, since some autos which would normally travel on I-5 would be parked at the park-and-ride station. Mass transit ridership attracted through park-and-ride would probably be lowest with this alternative.

Route alternatives 8, 9 and 12 would have no economic impact on local businesses unless combined with Alternative 11, which provided for access to I-5 at Spring Garden Road Interchange and required buses to travel 1.2 miles north on Barbur Boulevard between the interchange and I-5. If Alternative 11 was selected, left-turning movements in the 1.2-mile section might be restricted from the off-peak direction because of additional congestion and the exclusive bus lane. As 54 businesses and apartments lie adjacent to Barbur Boulevard in this section, potential for disruption was great.

Noise level calculations were made for an observer at-grade, 50 feet from the centerline of the outside travel lane of I-5, for all the build alternatives. The same noise situation exists on Barbur so it was assumed that the same results would occur.

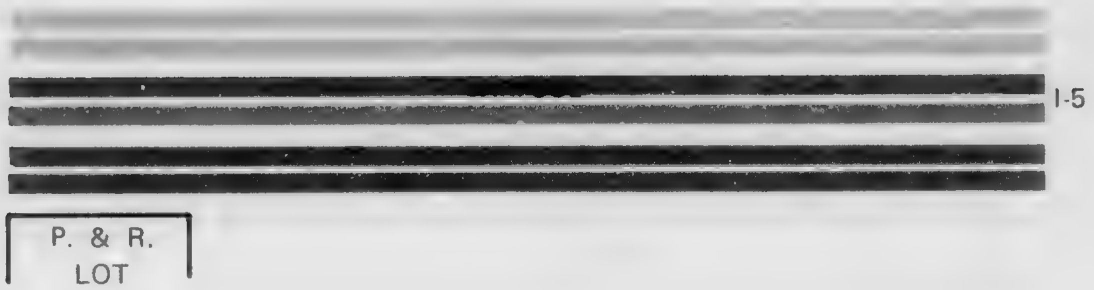
The only area of significant impact along the route was at the Spring Garden Apartments if Alternative 11 had been selected. Present

PEAK HOUR LOAD LANE ASSIGNMENT
ALTERNATE 12

LEGEND

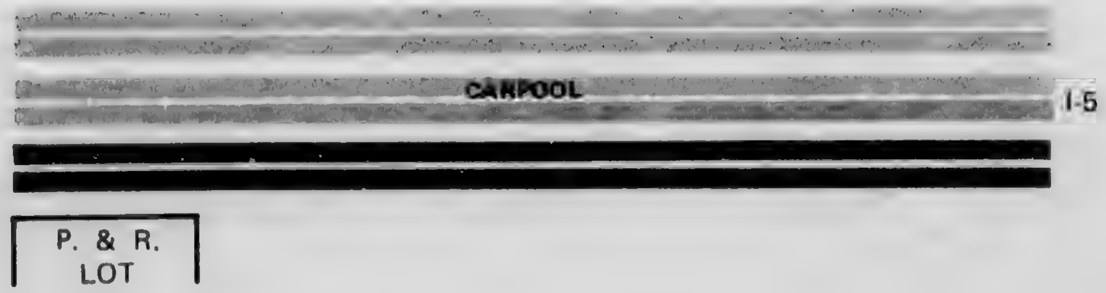
▬ INBOUND BUS
▬ INBOUND CAR
▬ OUTBOUND BUS
▬ OUTBOUND CAR

AM - INBOUND



Access to downtown
identical to Alternate 8

PM - OUTBOUND



Access to downtown
identical to Alternate 8

Figure 7

noise levels outside the building equaled 70 dBA. In 1993 an estimated 69 buses would use Spring Garden Road in front of the building during the morning peak hour. The resultant noise level will be approximately 84 dBA outside the building, a more than a doubling in loudness. This exceeds the FHWA standard of 70 dBA for residential use.

Air quality impacts are discussed in the Air Quality Technical Analysis Report.

Final examination of the factors involved in use of I-5 or of Barbur Boulevard showed that use of I-5 for an exclusive bus lane would require construction of ramps and retaining walls, reconstruction of lanes and increased congestion at the Capitol Highway Interchange. Use of Barbur Boulevard would allow direct access to the station, require little reconstruction, and limit congestion at the Capitol Highway Interchange. These trade-offs lead the Oregon State Highway Division in coordination with Tri-Met and the neighborhood groups to select Alternative 3 for exclusive lane development. A description of the selected route is in the text of this document.

APPENDIX F

SUMMARY OF THE CORRIDOR-DESIGN PUBLIC HEARING
Held (in two sessions) On
August 20, 1974
At
Jackson High School

Prior to the public hearing, informal informational meetings were conducted for three days at three different locations in the area affected by the proposed facility. One-hundred sixty-one attended the informal sessions, and 46 filled out questionnaires asking for preference of lot site, "level of service," and route.[1] Preferences expressed are listed below.

TABLE 1

QUESTIONNAIRE RESULTS

Lot	ABC-29		D-17
Level of Service	A-21	B-6	C-11
Route	Barbur-13	I-5 - 5	Combination-19

The Oregon State Highway Division and Tri-Met made lengthy presentations at the formal hearing. The Oregon State Highway Division presented three level of service design alternatives with cost estimates for both lot sites. Models of a station on each site designed for service level A were shown. Tri-Met presented proposed feeder bus routings in detail. The affect of the station on each existing route was also discussed.

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[1] Level of service is a design concept, discussed in detail on page of this document.

The City of Portland recommended a reduced lot size and smaller station to reduce costs. They desired a system which would "have a minimal environmental impact and the lowest cost for the greatest advantage to the bus system." Tri-Met supported the smaller station concept, concluding that an extensive feeder bus system and direct pedestrian access would reduce the number of auto parking spaces required at the station.

Oral testimony was received from thirteen private citizens, all residents of the West Portland area. A majority of these individuals was either a member of the Jackson Community Association or was directly affected by choice of lot. Written comments, appended to the hearing record, were received from two public agencies and three citizens. Mass transit in general, and specifically the park-and-ride concept, was applauded. Oral and written comments tended to favor site ABC over site D. No strong preference for routes was expressed.

Comment centered on building a conservative size lot at a moderate cost, defined as design concept level of service C. However, a bicycle-pedestrian crossing of the freeway and easy, direct pedestrian-bicycle access to the station was desired by a majority of private citizens giving testimony. Many saw this crossing as providing an alternative route to bypass the hazardous Capitol Highway-Barbur Boulevard intersection.

Specific concerns expressed are outlined below. All questions raised are responded to within the contents of the final environmental impact statement.

TABLE 2

TESTIMONY SUMMARY

Oral Testimony

Speaker	Remarks
Mrs. Virginia Pliley	Station should be located closer to City.
Mr. Louis Bayer	Expects to suffer loss of business.
Mr. Gerald Fitzpatrick	Owns business in Lot A, resides there.
Mr. Chuck Creamer	Likes P & R and Mass Transit idea, should develop lot and rail system. Need pedestrian-bike overcrossings with station.
Mr. Dave Swehla	Questions on air quality (carbon dioxide levels)-wants sidewalks and pedestrian-bike overcrossings, needed to reduce auto congestion at Capitol Highway-Barbur Boulevard intersection.
Ms. Sarah McGuire	Pedestrian-bike paths wanted, moderate station size, control of nearby commercial development, provide for orderly community growth.
Mr. C. D. Casey	Need for pedestrian overcrossings.
Mr. Richard Bauer	Pedestrian-bike paths and overcrossings needed.
Mr. C. E. Creamer	Pedestrian-bike path and overcrossings needed.
Mr. Gerald Fitzpatrick	Comparison of cost and residential-business loss at both sites are an important consideration.
Mr. Nick Vidan	Wants to implement immediately, need pedestrian-bike overcrossings.
Mr. Dave Swehla	Requested strawhand vote from audience for site preference. Result: Site ABC-12, Site D-5.
Mr. Glen Sandstrom	Owns property in A. Will suffer personal financial loss, but feels Site A is superior in the public interest.
Mr. Teunis Wyers, Jr.	Need pedestrian-bike facilities.

Written Comments

Writer or Agency	
City of Portland Bureau of Planning	Safe pedestrian-bike provisions. Moderate initial expense for site-more detailed study of safety along Barbur route-study of future extension in corridor to Washington Co.
City of Beaverton	Need for pedestrian-bikeways. Bike security at station. Positive promotion of Mass Transit usage.
Mr. Wm. K. Wilson Architect	Need for pedestrian-bikeways, consideration of aesthetics in the design of station lot.
Anderson's Scenic Postcards	Valuable commercial property will be lost if Site A is selected.
Mr. Jerry Fitzpatrick Realtor	Site D of sufficient size and gives better freeway access.

APPENDIX G

A BENEFIT-COST AND RATE-OF-RETURN ANALYSIS FOR WEST PORTLAND PARK-AND-RIDE

Introduction

A benefit/cost and rate-of-return analysis was conducted in response to a question from the Multnomah County Board of Commissioners. Criticism had been raised at the huge expenditures necessary to implement the more elaborate options presented in this proposal. The selected alternative, to be implemented at an estimated cost of $2.8 million, has a high rate of return, both as a single investment and when compared with other highway projects. The ratio of road-user benefits to road-user costs from this project, shown in Table 1, is 2.07. In highway projects, if the ratio of benefits to costs is greater than one, then road-user benefits will be greater than the cost of the project. This ratio was determined using a discount (or interest) rate of six percent for future benefits and costs. This benefit-cost ratio is equivalent to a rate of return from this project of 15.85 percent. The rate of return is the percentage return to society from this "investment" and can be compared to other rates of return (or profit rates) on both private and other public investments.

Explanation of Benefit-Cost and Rate-of-Return Methods of Evaluating Investments and Results

The benefit-cost ratio compares the total benefits to the total costs for a particular project. This is done in much the same way that a private investor looks at a potential profit-making operation. As one authority has urgently stated:

> The economist engaged in the cost-benefit appraisal of a project is not then, in essence, asking a different sort of question than the accountant of a private enterprise. Rather, the same sort of question is asked about a wider group, society as a whole, and is asked more searchingly. Instead of asking whether the owners of the enterprise will be made better off by the firm's engaging in one activity rather than another, the economist asks whether society as a whole will be made better off by undertaking this project rather than not undertaking it, or by undertaking, instead, any of a number of other projects. Broadly speaking, for the more precise concept of the revenue of the private concern, the economist substitutes the less precise, yet meaningful, concept of the social benefit. For the costs of the private concern, the economist will substitute the concept of opportunity cost--or social value foregone elsewhere in moving factors into a projected economic activity. For the profit of the private concern, the economist will substitute the concept of excess social benefit over cost, or some related investment criterion.[1]

To compare costs and benefits in different years, the discount rate is applied. If the interest rate is six percent, then $1 today is worth $1.06 next year. Likewise, $1 of next year is equivalent to $0.94 today (i.e., dividing $1 by 1.06). This process is known as discounting. By this method, all future costs and benefits are brought back to a present value so that they can be compared.

Table 1 lists present value project costs. The first column lists costs associated with the no-build situation; the second column outlines figures in the same categories with the same build option. The benefits are calculated by the difference in time, mileage, and maintenance plus operating costs, divided by total construction costs. In this case, the resultant figure is 2.07.

The rate of return method is more complicated and requires a computer for calculation. For this reason it has been less widely used. With this method, the benefits are set equal to costs, or in this case, the differences in costs are set equal to zero, and the rate of return then is calculated.* This method has two advantages. First, there is no need to assume the discount rate. A "correct" discount rate is always open to question, and with the rate of return method, this problem is bypassed. Secondly, this rate of return can be compared with rates of return on other investments.

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[1] Mishan, E. J., Cost-Benefit Analysis: An Introduction (New York: Praeger Publishers, 1971) p. 7.

TABLE 1

SUMMARY OF BENEFIT - COST AND RATE OF RETURN FOR WEST PORTLAND PARK-AND-RIDE PROJECT

Project Interest Rate - 6.00%

	No Build	Build Alternative
Project Costs (Present Value in 1974 Dollars)		
Time Costs	$26,150,513.09	$23,721,007.54
Mileage Costs	12,904,031.38	11,971,514.66
Maint. + Operating Costs	1,960,424.47	320,799.44
Construction Costs	0.00	2,405,000.00
Total Costs	$41,014,968.94	$38,418,321.64
Benefit-Cost Ratio	2.07	
Rate-of-Return	15.85%	

For this analysis, several assumptions were used. They are listed on the following page:

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*Mathematically the formula is:

30

$$\frac{(\text{Difference in cost})_i}{(1 = r)^i} = 0$$

(Where r is the rate of return and i is the ith year with a 30-year life of the investment.)

1. It was assumed that the lot would be filled upon opening (300 passenger vehicles);
2. The economic life of all proposed construction is 30 years;
3. The number of "kiss-n-ride" users will remain constant for 30 years;
4. The proposed Tigard Park-and-Ride station is not built within this thirty-year period;
5. The necessary number of additional buses needed to implement the project will be available when needed;
6. From field tests made by the Highway Division, running time for the buses between the station and the CBD was estimated to be 14 minutes during peak hours;
7. Inflation will be uniform for all elements in the analysis;
8. Traffic predictions accurately portray future use levels.

In addition, it was assumed that all future prices would increase at approximately the same rate, so that the benefit-cost ratio and the rate-of-return figure will not be affected by inflation.

Derivation of Costs

1. Time Costs

For passenger vehicles, the time cost of $3.00 an hour for each passenger car was used. This figure was obtained from a recent Oregon State Highway Division study.[2]

[2] Oregon State Highway Division, Use of the Rate of Return Method for Evaluating Highway Projects, (Salem: OSHD, 1974), p. 38.

For buses, time costs were not separated from mileage costs. Hence, the time costs for buses are aggregated in the mileage costs.

2. Mileage Costs

For passenger vehicles, $0.085 per mile was used. This includes depreciation, maintenance, fuel, and insurance.[3]

For buses, time costs were included with mileage costs for a total of $0.96 per mile. This figure can be broken down into two parts: operating costs, which are $0.85 per mile (including driver costs), and; capital costs, which are $0.11 per mile. The operating costs were supplied by Tri-Met. They were calculated by dividing total operating costs by total number of miles driven. The capital costs were calculated by taking the cost of a new bus ($65,000) and dividing this by the product of the number of miles driven each year (40,000) miles and the life of a typical bus (15 years).

3. Maintenance Plus Operating Costs

Maintenance plus operating costs include: 1) the proportionate cost of those vehicles using I-5 and S.W. Barbur Boulevard between the station and the CBD. (The build alternative measures the maintenance costs of the buses using the route; the no-build alternative measures the costs of the buses now using S.W. Barbur Boulevard plus the costs of those passenger vehicles now utilizing I-5 and S.W. Barbur Boulevard which would not be used for commuting downtown under the build option.); 2) the maintenance costs of the station, and; 3) the costs of parking downtown.*

[3] Federal Highway Administration, U.S. Department of Transportation, Costs of Operating an Automobile (Washington: U.S. Government Printing Office, 1972) p. 1.

*Ordinarily parking lot costs are not considered to be part of either maintenance or operating costs. They were included here to make the calculations easier.

For the freeway, the average maintenance cost is $2,700 per lane mile annually. For the bus route, the average maintenance cost is $1,110 per lane mile annually. Maintenance of the station was estimated by Tri-Met to be $25,000 the first year and $18,750 for each year thereafter. The average cost per month for a commuter to park a vehicle in the CBD was estimated to be $31.50. This was determined by taking a survey of ten downtown parking lot firms whose monthly charges varied from $17 to $50, with six of the ten lots charging between $30 and $35.

4. Construction Costs

Construction costs include the costs of the station plus the necessary revisions along S.W. Barbur Boulevard.

5. The Discount Rate

The discount (or interest) rate can also be reviewed as a cost; in fact, any interest rate can be considered the price (or cost) of money over time (usually a year). The figure of six percent has been traditionally used as the discount rate for public investments. The proper discount rate is still an unsettled question and, therefore, many economists view the rate-of-return as the preferable method of evaluation.

Analysis

Looking at Table 1, the benefit-cost ratio and the rate of return are high because time, mileage and maintenance plus operating costs are lower for the project than for the no-build alternative. Time costs are lower because of future time savings for bus commuters presently traveling from the West Portland Park-and-Ride service area who would utilize the express bus service. Time costs will actually be higher for commuters switching from private vehicles to bus because it will take them longer to get to and from the CBD. Total time costs are less, however, with the build alternative because the savings to present bus users outweigh the additional time costs to commuters switching from private to public transportation. Mileage costs are lower because the more expensive set of passenger vehicles has been replaced by the less expensive set of buses. Maintenance plus operating costs are less because the pro-rated (or proportional) maintenance on I-5 has been eliminated and commuters using the station will no longer have to pay the $31.50 per month to park downtown.

Several additional social benefits were not included in the calculations to derive the rate of return. These factors were excluded because they are not easily quantifiable without making value judgments. The listing of social benefits given below includes benefits which accrue to the West Portland Park-and-Ride stations as well as to the complete transit system.*[4]

Exclusive use of the private automobile places a hardship on those unable to purchase and/or use a car. These include the poor, the elderly, the young and the handicapped. They are restricted in their employment, health care and shopping opportunities. Their real income, in terms of their ability to purchase goods and services is diminished. A good public transit system opens up opportunities to society's economically disadvantaged by increasing their accessibility to the urban area.

*These benefits include other park-and-ride stations, additional express bus lanes and a downtown transit mall.

[4] Most of this information is from Sheldon, Nancy W. and Brandwein, Robert, The Economic and Social Impact of Investments in Public Transit (Lexington, Mass.: D.C. Heath and Co., 1973) pp. 122-24.

This project, along with others in the system and coupled with CRAG's proposed land-use plan, should tend to cluster both residential and commercial development and reduce sprawl. It has been well documented that sprawl contributes to higher costs of public services; hence, any reduction in public service costs should be calculated as a benefit.

A decrease in the usage of automobiles will decrease air pollution levels. There is a strong link between air pollution levels and human health. Worsening health problems contribute additional costs to society; benefits are incurred with any reduction in these costs.

Comparisons to Other Projects

This section compares the benefit-cost ratio of the project with similar figures from other transit systems. There is also a cost comparison to other proposed transit improvements in the Portland-Vancouver Metropolitan Area.

Benefit-cost ratio for transit systems (not park-and-ride stations) was obtained from proposed improvements in two cities: Washington, D.C. and Atlanta, Georgia. The benefit-cost ratio for the Washington Metropolitan Area Transit Authority (WMATA) improvements is 3.2; for the Metropolitan Atlanta Rapid Transit System (MARTA) the benefit-cost ratio is 2.71.[5] Given these two examples, it appears that the benefit-cost ratio and the rate of return for the West Portland Park-and-Ride project is similar, although a completed system would tend to have a higher ratio than one component.

[5] Sources: Sheldon, Nancy W. and Brandwein, Robert, The Economic and Social Impact of Investments in Public Transit (Lexington, Mass.: D.C. Heath & Co., 1973) p. 73, and; Urban Mass Transportation Administration, U.S. Department of Transportation, Metropolitan Atlanta Rapid Transit System: Final Environmental Statement (Springfield, Va.: National Technical Information Service, 1973) p. 133.

Table 2 gives the most recent estimate of capital costs for selected other mass transit improvements of the Portland-Vancouver Metropolitan Transit system. When comparing these figures with the estimated $2.5 million investment programed for the West Portland Park-and-Ride project, it can be seen that the cost of this project is less than the cost of most of the other improvements. The cost of this alternative is considerably less than the cost of the most expensive West Portland Park-and-Ride alternative ($17 million). The most expensive option consists of lot ABC on another route (alignment #12) which would have utilized two lanes of the I-5 freeway as exlusive bus lanes.

TABLE 2

SUMMARY OF CAPITAL COSTS FOR ALL PROJECTS[6]
(Millions of Dollars)

	Total Cost[A/] 1974 Dollars
1. Potential Interstate Busways	
a) Banfield to I-205[B/]	16.9 to 22.8
b) Sunset to 217[C/]	32.0
2. Potential Busways or Bus Lanes on Existing Interstates	
a) I-80N east of I-205	NA[D/]
b) I-5 to Vancouver:	
-- Busway	35.4[E/]
-- Bus Lanes	16.3[E/]
c) I-5 South to Multnomah Blvd.	21.2

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[6] Source: System Design Concepts, Inc., The Cooperative Transportation Planning Process In the Portland Metropolitan Area: Final Report of the Governor's Task Force on Transportation (Portland: System Design Concepts, Inc., 1975) Appendix A, p. 70.

3. Light Rail Facilities

a) CBD to Lake Oswego	8.3
b) Johnson Creek to Gresham	19.8[F/]
c) Johnson Creek to I-205 only	13.3
d) Oregon City	18.0 to 20.2[G/]
e) Combination of e) & d)	27.1 to 29.3
f) Banfield (from Hawthorne Br.):	
-- Gresham via Burnside	37.9
-- Troutdale	22.9
g) I-5, Multnomah Blvd. to Hillsboro	39.8
h) Vancouver (via new bridge)	44.7[E/]
i) Hawthorne Bridge	0.9
j) Downtown Circulation	1.3[H/]

4. Potential Non-Interstate Highways

a) Lake Oswego (S.P. alignment)	11.8
b) Johnson Creek to Gresham	25.7
c) Johnson Creek to I-205 only	16.0
d) Oregon City	20.2
e) Combination c) & d)	29.7
f) I-5, Multnomah Blvd. to Hillsboro	42.0
g) Hawthorne Bridge	0.2
h) Downtown	No Additional Costs
i) Barbur (Bus Lane)	4.6
j) Union Avenue	7.9[C/]

6. Other Possible Capital Facilities for Transit

a) Buses

-- Maximum by 1990 (900)	54.0
-- Minimum by 1990 (300)	18.0
b) Light Rail Vehicles	
c) Bus Maintenance Facilities	8.1 I/
d) Rail Maintenance Facility	5.0 H/

A/ Very preliminary and based on present estimates of needs for service. Estimates are made by ODOT, March 1974, unless other noted. Station concepts may change, but will affect totals only marginally.

B/ Double busway to I-205 only; no costs past I-205; interchange with I-205 assumed to be paid by I-205 funds; costs do not include interchange with I-5 to connect as Interstate; with and without ramps is source of range for estimates.

C/ DeLeuw, Cather estimate, 1972; should be adjusted upward for 1974; a small part of the Sunset Highway would be designated as Interstate near the interchange with I-405; buses might also use Jefferson Street to enter CBD as in previous plans.

D/ Already programed for six highway lanes; buses assumed in mixed traffic.

E/ Interstate Bridge Corridor estimate, 1973.

F/ Does not include station at I-205. The cost of the Johnson Creek line to I-205 only is $6.7 million if the Oregon City line is built first.

G/ High number for three tracks from Hawthorne Bridge to Golf Junction.

H/ Public Utility Commission estimate.

I/ DeLeuw, Cather estimate.

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8353 W. Ptld. Park & Ride Sec. 1976
Pac. Hwy. in Portland
(Grad,pav,struc,sign,ill.,sig,etc.) #1

C & A 4950 3-12-74

8-353

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 30, 1975
Salem, Oregon 97310

FILE: LEG 4
Copy → SB 687

FROM: Newt Andrus
Research Coordinator

SUBJECT: Senate Bill 687

TO: Gary A. Potter
Manager
Environmental Section

I attended the Senate Committee work session on SB 687 Friday, May 30. The proposed amendments (attached) were approved to be worked into the bill so it could be passed out for full Senate consideration.

The language of Indirect Source regulations, not being more stringent than EPA regulations, was deleted.

The added language changes present parking lot criteria from 50 spaces to 500. West Portland Park and Ride will not need an Indirect Source Permit if this passes and we go to contract after its effective date.

NA:sz

Attachment

NOTED
GARY A. POTTER

Xc: R. L. Schroeder
Ralph Sipprell

NOTED
R. L. SCHROEDER

Legislative Counsel
5/23/75
(25)

PROPOSED AMENDMENTS TO SENATE BILL 687

Delete lines 8 through 10 of the printed bill.

In line 11, delete "(3)" and insert "(2)".

After line 15, insert:

"(3) No funds of the state may be used by the commission to administer any program to limit or otherwise regulate parking facilities being constructed or modified to create new or additional parking capacity of 500 or less vehicles.".

8353

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Form FHWA 121 (rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon I-5-6(80)296
West Portland Park & Ride

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of May 8, 1975, Mr. Schroeder forwarded a copy of the proposed agreement between OSHD and Tri-Met for review and comment. The agreement covers construction and operation of the Park & Ride (fringe parking) facility.

PPM 21-20, paragraph 10, as contained in Volume 6, Chapter 8, Section 2, Subsection 3 of the Federal Highway Program Manual makes reference to the requirements of the FHWA/OSHD project agreement. You may wish to include a paragraph in your agreement with Tri-Met to insure that there is adequate existing or planned public transportation service available for persons using the facility. Some reference to type and level of service may be appropriate. We find no conflict with our regulations covering fringe parking facilities.

G. L. Green

OTED
JOHNS

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO
FOR
Info ☐ Inves ☐ R.D ☐ D.R ☐ Sign ☐ Act ☐ File ☐

Ozy

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 25, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: TRI-MET AGREEMENT
West Portland Park & Ride

TO: R. L. ~~SCHROEDER~~
Assistant ~~State~~ Highway Engineer
of Planning

NOTED
E. S. HUNTER

Enclosed is an original and two copies of an agreement between the State of Oregon and Tri-Met.

There is a little history to this agreement. Last year representatives from this office met with Tri-Met and started working on an agreement to cover the operation and maintenance of the West Portland Park and Ride Station. A tentative agreement was arrived at and submitted to you for administration approval and forwarding on for final review and drafting of the actual agreement. At that time transferring ownership of the station to Tri-Met with a one year guarantee was being considered.

The draft was returned to us with the recommendation that the State retain title to the Station. There were several other recommendations too, but they were fairly minor.

I re-wrote the agreement with the State of Oregon retaining title and submitted a rough draft to Tri-Met for comment on January 21st. February 12th, Vern Butzer received a call from Ostrander saying this was not acceptable, that Tri-Met wanted title.

After discussing it with Bob Bothman, I re-wrote the agreement, again, this time giving Tri-Met title but eliminating the one year guarantee clause and submitted this draft to Tri-Met on February 27th. We received no comment from Tri-Met for some time, even though we asked repeatedly for information as to the status of the agreement.

On April 9th, Bill Hall of Tri-Met called and talked to Vern Butzer. Bill said the Tri-Met board signed the agreement that the State retains the title and that they sent us a letter confirming this. We can find no evidence of any such letter nor can Tri-Met produce a copy of it.

Since the agreement that we had sent over was merely a rough draft, I was a little confused about how the board had approved it.

RECEIVED
APR 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I asked Bill Hall to send me the copies of the agreement that the board had approved. Upon examining them I find that Tri-Met re-typed the draft that we had sent over and added some revisions.

> On the first page under the recitals, they refer to corridor of Interstate 4, instead of Interstate 5. This is no doubt merely an error.
>
> Second page they revised the sentence "The State does hereby desire to enter into an agreement with Tri-Met" to read, "The State and Tri-Met hereby enter into an agreement." I don't see any particular problem with that.
>
> Item 4 of the same page they've added "traffic signalization" to the list of things the State is to prepare the plans and specs for. There's no problem there. We had left it out because a signalization is not actually a part of the station.
>
> Page 3, item 7, they changed the one year guarantee to 2 years.
>
> On item 8, instead of accepting jurisdiction, they now show accepting "possession". Maybe I am just suspicious, but to me this infers that they gain title.

I didn't find an other changes in the agreement. I think that the administration and legal staff should look this over to see if it is acceptable or not. I told Tri-Met I didn't know if we could buy it, I am also enclosing a copy of the agreement draft that Tri-Met re-wrote.

pq

[redacted]

8353

15

PLA-9

SALEM, OREGON

April 16, 1975

Gary Potter, Director
Environmental Section
Attn: Mike Murphy

L. W. Rulien
Project Management Engineer

West Portland Park & Ride
Rate of Return

Attached is a copy of the West Portland Park & Ride rate of return analysis requested by Mike Murphy in the Environmental Section.

Att.

cc: E. S. Hunter

DG:ljt

Road User Analysis
Proposed West Portland Park & Ride Station
$2.405 Million Alternate

An economic analysis was conducted on the West Portland Park & Ride Station. The proposed construction includes the station adjacent to S.W. Barbur Blvd. (Hwy. #1W) in the vicinity of M.P. 6.1, near the S.W. Capitol Hwy. Interchange of I-5, and widening the traveled way of S.W. Barbur Blvd. one-lane for the section between the northbound ramp of S.W. Slavin Road (Hwy. #40) and the S.W. Front Avenue ramps. This proposed new lane and the two center lanes of the section S.W. Front Avenue-S.W. Sheridan Street are to be for the exclusive use of buses.

Parking space to accommodate 300 vehicles would be provided at the West Portland Station. There would also be adequate provisions for Kiss & Ride users. It has been estimated by the Planning Section of D.O.T. that initial utilization of the parking area would be 100% when the station is opened to the public. This concept was used in the analysis to determine the number of bus trips per day. It was estimated 50 passenger vehicles now using the S.W. Barbur Blvd. corridor and 250 passenger vehicles now using the I-5 corridor would utilize the proposed Park & Ride bus system.

Construction costs are based on 1974 prices and are estimated to cost $2,405,000, which includes the station and revisions along S.W. Barbur Blvd. Annual maintenance costs used for Urban Primary State Highways was $1,110 per lane-mile, and $2,700 per lane-mile for Urban Interstate Highways. Maintenance cost for the station was estimated by Tri-Met to be $25,000 the first year and $18,750 for each year thereafter. Road user passenger vehicle unit cost items used were: (1) $3.00 per hour, (2) $0.085 per mile. Unit costs for buses used was $0.96 per mile which also reflected driver time costs and bus purchase cost. Bus costs were provided by Tri-Met personnel. It was estimated the average operating cost was $0.85 per mile. It was estimated that each bus costs $65,000 and travels approximately 40,000 miles per year and has an economic life of 15 years. These values combine to average $0.11 per mile. The sum of the operating cost and capital cost of a bus reflects the $0.96 per mile used in the analysis. The average cost to park a passenger vehicle in the CBD on a monthly basis is $31.50 and was determined by conducting a survey which included a random sample of ten parking lot businesses with a range of costs from $17 to $50. Six of the ten lots charged between $30 and $35. A yearly total cost for parking in the CBD for passenger vehicles was included. Because of the limitations of the computer program parking costs were included with the maintenance costs.

Due to appreciable different ADT and/or running speeds of passenger vehicles the corridors used were divided into various subsections. Several field speed "runs" in each direction were made for each route. Speed "runs" were conducted during an A.M. "peak-hour" period, a non-peak period between the A.M. and P.M. peaks, and the P.M. "peak-hour" period. Average weighted speeds for each subsection were determined. Future average passenger vehicle speeds were estimated by utilizing todays average speeds aided by data from the Highway Capacity Manual-1965.

Tri-Met personnel indicated bus schedule one-way travel time for the study section under existing conditions was between 17 and 22 minutes. An average of 19 minutes was used in the analysis for the existing condition. They also estimated an approximate savings of five minutes for each one-way trip for the proposed condition. Therefore, 14 minutes was used in the analysis.

Basic assumptions utilized in this analysis were:

1) Economic life of all proposed construction is 30 years.

2) Since it is estimated Park & Ride Station users will initially utilize the facility to capacity it is assumed it will be fully used five days of each week.

3) The number of Kiss & Ride users will remain constant for 30 years.

4) The necessary number of additional buses needed to implement the proposed Park & Ride system are, or will be, available.

5) The value of time for a commuter is the same when riding a bus as when driving a passenger vehicle.

This analysis addresses itself to the question: From a road user standpoint is the proposed construction economically feasible? We have found that if the estimated construction cost of the project were invested at an interest rate of 15.85% for 30 years it would produce a value equal to the sum of the annual benefits.

The study shows that benefits will be received by the persons traveling in passenger vehicles who will use the Park & Ride Station as well as by persons who today ride buses past the area, from the higher speeds possible in the exclusive bus lanes. The benefits to those using the station are from lower vehicle operating costs and from the elimination of the downtown parking fee, these benefits being much greater than the cost corresponding to a small time loss.

Based on the assumptions previously tabulated the annual rate of return for the proposed West Portland Park & Ride project is almost 16%.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 626-1901-100

INTER-OFFICE CORRESPONDENCE
April 15, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: West Portland Park & Ride

TO: G. M. BALDWIN
Administrator
Department of Transportation

SALEM

Some time ago, you discussed the West Portland Park and Ride station, and requested a copy of the schedule for construction.

I did have the schedule reviewed step by step, with a result that we move the construction date for the station back to February 1976. However, this is the minimum period of time required to walk through the numerous steps outlined in the attached schedule.

The schedule for the Park and Ride station and the Barbur Boulevard bus lanes to serve the station, run concurrently until design approval is received. At that point, as shown on the schedule, I plan to expedite the bus lane and possibly bring that to construction in September 1975.

The funding for the Park and Ride station has been anticipated to be a federal interstate fund. The funding for the bus lane has been approved as a priority by the City for urban funding, requiring transfer of urban funds to urban extension to accomplish that work.

I should point out, however, that this project has been delayed due to the priorities placed on the project, due to our accelerated construction program. The project manager has been assigned other higher priority work which has resulted in some delay.

In a similar way, all of the steps outlined on the attached schedule have to be accomplished within a limited time period, even though construction is currently scheduled in February 1976. As an example, there are right-of-way efforts which must be accomplished early in order to accomodate the relocation, and critical design elements such as the architectural work for the station, the design of the pedestrian overcrossing, and design of the signalization on Barbur Boulevard. The high priority will be required specifically to meet the September date for the bus lanes.

If this project is a high priority for the Division, that priority should be establsihed in order that all the people responsible for the project will be aware of the necessity for their part of the overall project, and place a corresponding priority on their effort.

ebg

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 11, 1975

BILL HALL
522 S.W. Yamhill
Portland, OR 97202

Subject: Bus Improvements
Washington, Multnomah, Clackamas Counties
Federal Aid Urban Extension System Project

The project involving bus operational improvements in Washington County, dropped from the priority projects in the accelerated program approved at the CRAG level for federal funding. However, involved were a considerable number of improvements that were not on the FAU system but on the Primary system.

Previously, on several occasions, I have asked Mike Kyte and Bill Allen and others of the Tri-Met staff to provide me with a priority listing of bus operational improvements on the State Highway system, with the idea that with a prioritized list I could review the available funding and initiate projects, starting at the number one priority. There are sources of funding, some quickly drying up, which are available in addition to the FAU system funds. ? add.

I have been unsuccessful in assembling such a package, and as discussed with you this date, think that the best way to initiate some bus operational improvements for the Tri-Met operation is for your staff to present to me a priority listing of those types of minor improvements (in the neighborhood of $10,000 each) from which we can initiate projects. This is a separate program from the multi-million dollar projects such as bus lanes, etc.

RECEIVED
ROAD DESIGN SECTION
1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
J. Olson
Trout

PROJECT MANAGEMENT SECTION
ROUTING | ACTION | INFO
APR 15 1975
CITY
FEDERAL AID
CONTROL
SCHEDULE
REMARKS

1
2 A. Olson
3 Terpin
Scott
Swenson
J. Olson
Trout
RECEIVED
ROAD DESIGN SECTION

Send to A. Olson whatever might be appropriate maybe on betterment
Larry 4-15-75

The best approach seems to be for your staff to develop a priority list of minor improvements which would assist the Tri-Met operation, review these with the Highway staff, and assemble a final list for transmittal to us from which we could initiate the necessary work.

Robert N Bothman

R. N. BOTHMAN
Metropolitan Engineer

mab

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
J. H. Versteeg
G. A. Potter
E. L. Hardt

8353

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
I-5-6(80)296

STATE PROJECT NO.
Pacific Highway-Capital Highway Interchange

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-749

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☒ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 9 '75
REFER TO
FOR
Info
Inves
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Sign
Act
File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
March 26, 1975

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Pacific Highway Route 1

GENERAL LOCATION:
Portland, Oregon

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's March 24, 1975 letter you are authorized to proceed with appraisals and review of appraisals of entire takings only for the West side Park and Ride proposal.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Appraisals and review appraisals only.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Stage 1 authorization establishes a date on or after which eligible costs may be reimbursed from available federal funds if the work is subsequently advanced to Stage 2 status.

Federal participation will be limited to that right of way actually incorporated in the final location.

Rulien - TAA
4-10-75

NOTED
R. L. SCHROEDER

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

DATE
4-8-75

SIGNATURE OF APPROVING OFFICIAL
Green

TITLE
Division Engineer

[illegible] (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8353 13

PRO 6-2

Robert W. Straub
XXXXXXXXXXX

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management

SUBJECT Project No. I-5-6(89)296
Pacific Hwy. (I-5)-Capital Hwy. Interch.
(W. Portland Park & Ride)

We hereby request your authorization to proceed with the incidental right-of-way work including property appraisals and reviews on the subject project under the provisions of paragraph 5C(1) of FHPM 7-2-2.

We are also enclosing a copy of a February 1975 relocation plan prepared by the Metro Right-of-Way Section for your information and review.

LL:wm

cc: J. N. Oakes
D. E. Swan
M. Mitchell

City of Portland

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March 14, 1975

TO J. B. Boyd
Right of Way Engineer

FROM John R. Oakes
Assistant R/W Engineer

John R. Oakes

SUBJECT West Portland Park and Ride Station
Pacific Highway
Multnomah County

After asking Mr. Grothaus to send in estimates and a relocation plan for this project for programing, I find from Mr. Laux that a final Environmental Impact Statement is being written in Environment and they don't expect to complete it until May 1.

This means that we will not be able to program this job until after the Federal Highway Administration has approved the final Environmental Impact Statement sometime in May.

JRO:ha
cc Louis C. Grothaus
R. N. Bothman
Jim Dixon
Floyd Scott ✓
Cliff Laux

3-14-75
Cliff Laux has discussed with FHWA. Since we had had programming once before, we can probably get OK for Appraisal and Appraisal Review - only. He will request.
John R Oakes

Called Metro. 3-17-75
They are assembling material for preparation of desc.
S.

✓ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 17 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8353

City of Portland

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem
January 31, 1975

SUBJECT: West Portland Park & Ride
S.W. Barbur Blvd & Capitol Hwy.

To: Hal Versteeg
Design Engineer

Enclosed are two copies of a study made of the West Portland Park and Ride station proposed project. One has notes on it and one is rendered.

The notes on the sheet point out suggested changes and additions, as well as the basic landscape plan. I rendered the other one for presentation. If a perspective drawing of the project is needed, I think I would be able to draw one.

Mr. Billings, of the Metro Design office, gave us some background information on the project. The Metro Design office, along with Tri-Met, is planning for the station to have 300 parking spaces, plus or minus 5. Due to the restrictions of the site, this necessitates a 50'-0" curb to curb parking width. We would certainly consider this a tight situation, especially with 9'-0" stall widths.

A 10'-0" stall width would make in and out maneuvering considerable easier. A 10'-0" Dimension would produce 284 spaces.

Roy E. Olson
Landscape Engineer

by

Tom Savage

bw

Enclosures: 2

place in Prelim. Design.
aeo.

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 7 - 1975
ROAD
DESIGN
SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
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OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 24, 1975

George Yerkovich
Auditor
City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

NOTED
E. S. HUNTER

Acknowlegement is made of Resolution No. 31511 adopted by the City Council on December 19th and submitted to George Baldwin on December 23rd, as well as the copy sent to me, pertaining to approval of the West Portland Park and Ride Station.

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: G. M. Baldwin
E. S. Hunter

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1353

FILE: 160

98

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland , Oregon
January 17, 1975

SUBJECT: West Portland Park and Ride
626-1901

To: Files

Contact by phone was made with Denny-Waggoner-Wright, a public relations firm at 4100 S.W. Barbur Blvd. this date to inform them of the proposed exclusive bus lane on Barbur. I spoke with Mr. Waggoner and gave him a description of the park and ride station and how the exclusive lane would function. He was very appreciative of being informed and commended the Highway Division for its efforts in this respect. Aftgr finding he was not involved in any right of way purchase and that construction would not block his access in any way, he decided that he did not need to see our plans. Some of his employees are presently turning left southbound to their offices and wondered if this was legal. I told him that since there were no signs prohibiting this movement and the median island was not in place there it was probably legal but that when the exclusive bus lane was in place it would probably be prohibited. Having to continue to Hamilton Street and coming back two blocks to enter their business did not seem to be any problem to them.

Vern Butzer
Vern Butzer
Metro Park and Ride Coord.

cc Sund
Done

cc Potter
Schroeder

RECEIVED

☐ ME ☐ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
JAN 20 1975
☐ RE ☐ TE ☐ UE ☐ FILE ☐ T/A

NOTED
R. L. SCHROEDER

8353 FILE: 160 13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 15, 1975

SUBJECT: West Portland Park and Ride
626-1901

TOWN AND COUNTRY APARTMENTS

To: Files

Visited Town and Country Apartments next to Rasmussen Village Aptts. on Barbur Blvd. They do not have a telephone listing. The manager was not in so I left my card with a notation to have him call me as I had information for him concerning turning movements to the apts. from Barbur. A Mr. Leo Keppinger later called saying he had found my card but did not identify himself as manager. I explained the Park and Ride Station and Barbur routing of buses with the median exclusive lane and that there would likely be a prohibition of left turns southbound from Barbur to the apartments. He was polite but expressed the opinion that this would be disastrous to the apartments. He asked if we could make some provision for turns and also for pedestrians leaving buses and having to cross Barbur. I explained that the cost of a pedestrian X-ing was too costly and that a signal would foul up traffic. I told him that there was a possibility that Tri Met may find it feasable to route the Capitol line to the area if there were enough patrons.

As has Rasmussen Village Apts., Town and Country has access to Slavin Drive on the lower portion of their property.

Mr. Keppinger said he would have to consider what his move would be but that he did not feel it was necessary for me to personally stop in to show him our plans.

Vern Butzer
Vern Butzer
Metro Park and Ride Coord.

cc Versteeg
Sund
Done

cc Potter
~~Versteeg~~
Schroeder

ME CE PE DE OA
METROPOLITAN ENGINEER
JAN 16 1975
T/A

NOTED
R. L. SCHROEDER

8353 FILE: 160 13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 15, 1975

To: Files

SUBJECT: West Portland Park and Ride
626-1901

A "drop in"visit was made at the Texaco Service Station directly across from the Park and Ride Site "A" to inform them of our design for the Taylor's Ferry Road - Barbur Blvd. intersection. The owner and his employees were very interested and had many comments on the station. The owner is concerned that with the present design, he will not be able to access northbound traffic. He will also have difficult if not impossible access to Barbur northerly from his station. I told him we would look in to this and see if some design could be made to alleviate this situation.

Vern Butzer
Vern Butzer
Metro Park and Ride Coord.

Schroeder
Potter
Sund

cc Limbocker
Ford

METROPOLITAN ENGINEER
JAN 15 1975

8353

FILE: 160

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 15, 1975

To: Files

SUBJECT: West Portland Park and Ride
626-1901

A "drop in" visit was made to Barbur Foods (McCabes Mkt.) today to inform them of the present desigh for the station site and proposed work on Barbur at Taylor's Ferry Road. The Manager was not in but a clerk offered to pass information on so I explained how the redesign of the intersection could close off their entrance to Taylor's Ferry Road and their most northerly access to Barbur. The clerk informed me that they are planning to construct a new entrance to the store on the southerly side which will make their southerly and westerly parking areas more convenient for entering.

I left my card and asked the clerk to have the Manager call if he wanted to have me return and go over the information w;ith him.

Vern Butzer
Vern Butzer
Metro Park and Ride Coord.

cc Schroeder
Potter
Sund

METROPOLITAN ENGINEER
JAN 15 1975

8335

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~~pro 6-2~~

SALEM, OREGON

January 6, 1975

Mr. R. L. Schroeder
Asst. State Highway Engineer

L. W. Rulien
Project Management Engineer

Proposed Agreement with TRI-MET
West Portland Park & Ride Station

The draft agreement which you forwarded for our review has been discussed with the Federal Highway Administration and has been reviewed by our Legal Counsel.

The provision in paragraph 6 which concerns maintenance of the station appears somewhat in conflict with the similar statement in paragraph 10 which prohibits non-maintenance. It would seem that this apparent difference should be resolved.

Paragraph 14 which requires the State to provide replacement right-of-way for that which might be required for future highway improvements does not obligate future participation by the Federal Highway Administration since each action is considered separately.

Our Legal Counsel's letter concerning their review of this proposed draft is attached. There is a very real concern that an agreement not be approved prior to the completion of the Final Environmental Impact Statement on this project. We would agree with the points taken by the Legal Counsel and suggest that the draft be modified to reflect the changes mentioned in his letter and above.

DEZ:ljt

cc: Walt Barris

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 31, 1974

Mr. D. E. Swan
Federal Aid Engineer
207 State Highway Building
Salem, Oregon 97310

Re: West Portland Park and Ride Station Agreement

Dear Mr. Swan

After reviewing the above agreement I have the following comments:

I do not believe that this agreement should be entered into until the final environmental impact statement has been filed and approved by all agencies. If this agreement is entered into prior to the final approval of the final environmental impact statement we could be in the same difficulty we were in the selection of the Mt. Hood Corridor.

I also question the necessity of transferring title to Tri-Met as the State is expending State Highway funds for the purchase of this property and as Tri-Met is agreeing to maintain it I see no reason why they should have title with all sorts of conditions in there where title will revert if they do not operate it and maintain it in a manner acceptable to the Highway Division. They could certainly operate it without having title and with title staying in the Highway Division it would certainly eliminate any problems that arise if they fail to maintain it adequately or decided not to us it.

As regards paragraph number 8, I question who would define what a major defect is and also I don't understand why inadequate design is included in something that the State should repair if Tri-Met is going to approve the design of the project to begin with. If they approve the design they

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PROJECT MANAGEMENT SECTION

should be stuck with the design whether they decide later that they don't like it, or not.

As regards paragraph 9, the State cannot hold Tri-Met harmless under the provisions of the Constitution so this paragraph would have to be stricken.

As regards paragraph 14, I think that the State should determine now if they will need additional right-of-way from this area they are buying to be used by Tri-Met and feel that this paragraph should not be in there as it would certainly place an extreme financial burden on the State at a later date.

As regards paragraph 16, I have changed the word express to written on the third line of that paragraph.

Aside from the above suggestions I think the agreement is satisfactory and will be glad to review it with you again when the final environmental impact statement has been approved by all concerned.

Sincerely

Jack L. Sollis
Assistant Attorney General

ph

cc: Walt Barrie

West Portland Park & Ride Estimate

LOT COSTS

Construction	1,250,000	
Building	200,000	
Right-of-Way	525,000	
Pedistrian Crossing	275,000	
	Total Lot Costs	2,250,000

ROUTE COSTS

Construction	250,000	
Right-of-Way	50,000	
Signalization	50,000	
	Total Route Costs	350,000

TOTAL COSTS	2,600,000

PREFIX NO: 626-1901
FILE CODE:

RESOLUTION NO. ________

WHEREAS, the Transportation Control Strategy to Achieve Clean Air in Downtown Portland, adopted by the Council on October 12, 1972, specifically asks the Tri-County Metropolitan Transportation Commission to increase ridership through the development of suburban Park and Ride Stations, and express service between those stations and Downtown Portland, and

WHEREAS, the Oregon State Highway Division, Tri-Met, The Jackson Community Association, and the City have jointly prepared preliminary plans and cost estimates for such a facility at West Portland, and

WHEREAS, the State has prepared a Draft Environmental Impact Statement, dated July 19, 1974, as required by Federal law, on the various aspects of the Park and Ride facility and its express link to the Downtown, and

WHEREAS, the State, on August 20th, 1974, held a public hearing on the location and design of the West Portland Park and Ride facility, and subsequently adapted their plans in response to public testimony, and

WHEREAS, the State Highway Division has agreed to pay all local matching costs incurred through the use of Federal Highway funds, and

WHEREAS, it is the responsibility of the Council to select a site and express route alignment for that facility and approve its design; now, therefore, be it

RESOLVED, the Council selects and approves;

1. Alternative Site "A", located between Barbur Boulevard and I-5, immediately northeast of the Capitol Highway Interchange as described in Exhibit "A" attached to the original only of this resolution, and
2. The development of an exclusive express transit lane on Barbur Boulevard between Slavin Road and Sheridan Street. As described in Exhibit "B" attached to the original only of this resolution and
3. The development of the site at "Service Level 'C'" depicted in Exhibit "C",

with the following stipulations and conditions;

1. Safe and convenient pedestrian and bicycle crossings of Barbur and I-5 be provided,

2. Final station and site design reflect a high level of architectural design and be approved by the Urban Design Committee of the Planning Commission;

3. Final design of traffic access to the site and the express route be safe and convenient and be approved by the City bureaus of Traffic Engineering and Planning, be it further

RESOLVED, the Council requests the State Highway Division make every effort to secure Federal Interstate Funds for the construction of both the West Portland facility and the exclusive transit lane, and be it further

RESOLVED, the Council requests the Highway Division and Planning Commission give high priority to the construction of an exclusive transit lane on Barbur Boulevard between West Portland and Slavin Road when it is warranted by either sufficiently high bus volume or significant traffic congestion on that segment of the route, be it further

RESOLVED, the Council requests the Highway Division continue its consultation with affected neighborhood associations and City agencies throughout the design process.

Adopted by Council:

Auditor of the City of Portland

Commissioner ________________

Proposed Tri-Met Position

West Portland Park and Ride Station

The West Portland Park and Ride Station is the first project to be developed in a system of suburban transit stations linked to downtown Portland by individual transit corridors. The project was initiated as a portion of a program to increase the use of mass transit and decrease traffic congestion and air pollution in the Portland metropolitan area.

On August 28, 1974, representatives of the Oregon State Highway Division, Tri-Met, the City of Portland and Multnomah County mutually agreed that the OSHD would plan, design and construct the West Portland Station.

The following eight points represent the positions recommended for Board approval which address the issues of Tri-Met action, Agreements, Site and Route alternatives and additional actions required by OSHD. All of the eight points have been agreed to by the Tri-Met and OSHD staffs.

Tri-Met Actions

1. Tri-Met will agree to operate and maintain the West Portland Station and will operate service from the West Portland Station. All transit lines which presently operate close to the West Portland Station site will make a stop at the West Portland site--rendering it a major transfer point. Aggregating those six bus lines at the Station will allow Tri-Met to operate some of them as express runs to downtown Portland--resulting in more efficient and faster transit service. Initially, three additional lines are expected to operate in parts of the corridor between the West Portland Station and downtown Portland.

Agreements

2. A formal agreement shall be entered into by Tri-Met and OSHD, regarding the details of conditions for Tri-Met's acceptance and operation of the Station. This agreement has been reviewed by management and general agreement has been reached with OSHD.

Site and Route Alternatives

3. "Site A", located between Barbur Boulevard and I-5, immediately northeast of the Capitol Highway interchange, is preferred as the site of the Park and Ride Station.

4. "Site development level C", with the inclusion of a good pedestrian access is preferable at this time as the site and station development appropriate to present and near term future needs.

5. Bus movement between the West Portland Station and the Portland CBD is best located in the Barbur Boulevard right-of-way. Buses operating in mixed traffic between the West Portland site and Slavin Road and in an exclusive lane between Slavin Road and Sheridan Street is satisfactory at this time.

Copy to
Valach
12-9-74

OSHD Actions

6. Final station and site design should reflect a high level of transit design, and architectural design.

7. Installation of loop detector signal pre-empting devices in the pavement so that buses hold traffic lights on green until they have moved through the intersection.

8. Assurances by OSHD that the following two projects be given a high priority in future work programs and budget allocations.

   a. Partial reconstruction of the Burlingame interchange so that buses have an adequate pull-off area to discharge and take on passengers in both east and west bound directions and passengers are able to transfer from east-west to north-south lines.

   b. Assurances by OSHD that when either of the two conditions below are reached an exclusive transit lane will be considered between Slavin Road and the West Portland site:

      1) When peak hour bus capacity is equal to or greater than a lane auto capacity, e.g., Barbur Boulevard lane capacity varies from 700-900 vehicles/lane/hour, at 1.25 persons per vehicle this equals moving approximately 1000 persons per hour. It requires 20 buses during the peak hour, each carrying 50 persons, to equal the auto lane capacity.

      2) When vehicle congestion causes express buses to experience delays, causing appreciably slower running times.

EW:ss
11/25/74

RESOLUTION NO. 31511

WHEREAS, the Transportation Control Strategy to Achieve Clean Air in Downtown Portland, adopted by the Council on October 12, 1972, specifically asks the Tri-County Metropolitan Transportation District to increase ridership through the development of suburban Park and Ride Stations, and express service between those stations and Downtown Portland, and

WHEREAS, the Oregon State Highway Division, Tri-Met, The Jackson Community Association, and the City have jointly prepared preliminary plans and cost estimates for such a facility at West Portland, and

WHEREAS, the State has prepared a Draft Environmental Impact Statement, dated July 19, 1974, as required by Federal law, on the various aspects of the Park and Ride facility and its express link to the Downtown, and

WHEREAS, the State, on August 20th, 1974, held a public hearing on the location and design of the West Portland Park and Ride facility, and subsequently adapted their plans in response to public testimony, and

WHEREAS, the State Highway Division has agreed to pay all State matching costs incurred through the use of Federal Highway funds, and

WHEREAS, the State has made every effort to economize in the design of the facility while meeting minimum service criteria, and

WHEREAS, the Tri-Met Board of Directors, on December 2, 1974 has agreed to operate transit service from and maintain the West Portland site and station, and

WHEREAS, it is the responsibility of the Council to select a site and express route alignment for that facility and approve its design; now, therefore, be it

RESOLVED, the Council selects and approves;

1. Alternative Site "A", located between Barbur Boulevard and I-5, immediately northeast of the Capitol Highway Interchange as described in Exhibit "A" attached to the original only of this resolution, and

2. The development of an exclusive express transit lane on Barbur Boulevard between Slavin Road and Sheridan Street as described in Exhibit "B" attached to the original only of this resolution, and

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JAN 13 1975
OFFICE
DIRECTOR of TRAN

3. The development of the site at "Service Level 'C'" depicted in Exhibit "C" attached to the original only of this resolution,

with the following stipulations and conditions;

1. Safe and convenient pedestrian and bicycle crossings of Barbur and I-5 be provided concurrently with the site development;

2. Final station and site design reflect a high level of architectural design and be approved by the Urban Design Committee of the Planning Commission;

3. Final design of traffic access to the site and the express route be safe and convenient and be approved by the City bureaus of Traffic Engineering and Planning, be it further

RESOLVED, the Council requests the State Highway Division to make every effort to secure Federal Interstate Funds for the construction of both the West Portland facility and the exclusive transit lane, and be it further

RESOLVED, the Council requests the Highway Division and Planning Commission to give high priority to the construction of an exclusive transit lane on Barbur Boulevard between West Portland and Slavin Road when it is warranted either by sufficiently high bus volumes or significant traffic congestion on that segment of the route, be it further

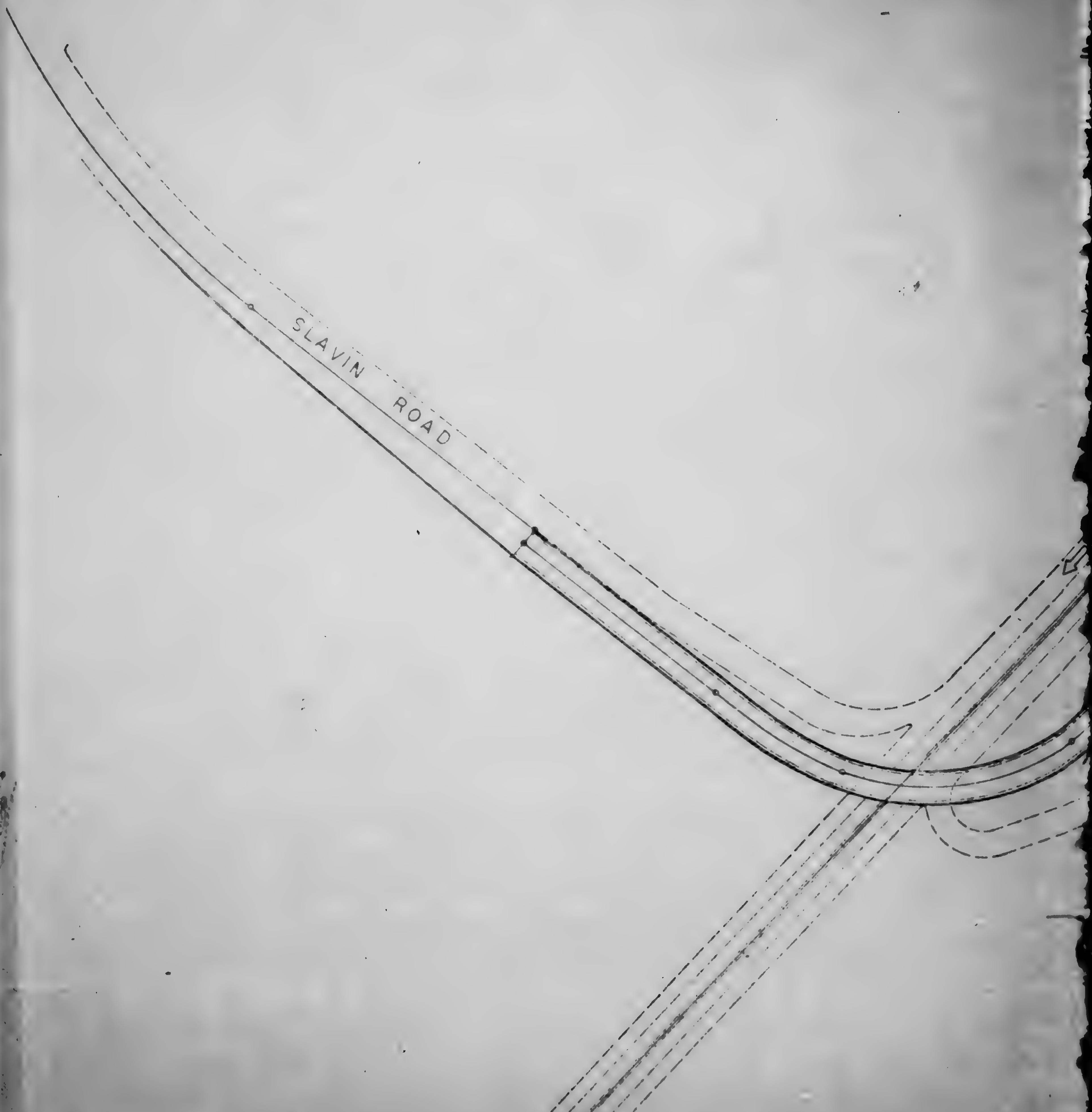
RESOLVED, the Council requests the Highway Division continue its consultation with affected neighborhood associations and City agencies throughout the design process.

Adopted by Council: DEC 19 1974

George Yerkovich
Auditor of the City of Portland

Neil Goldschmidt, Mayor

EM:bn
12/11/74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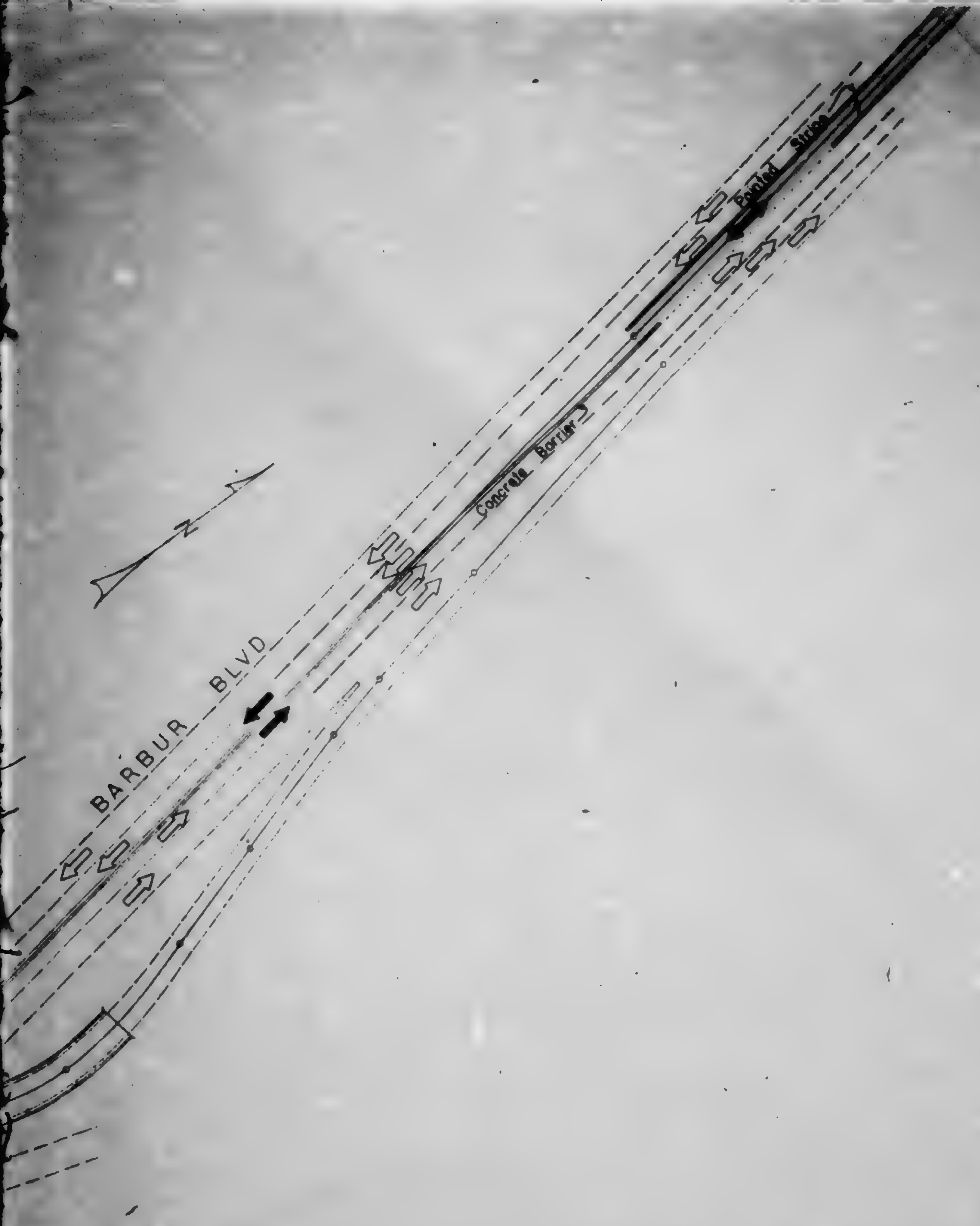
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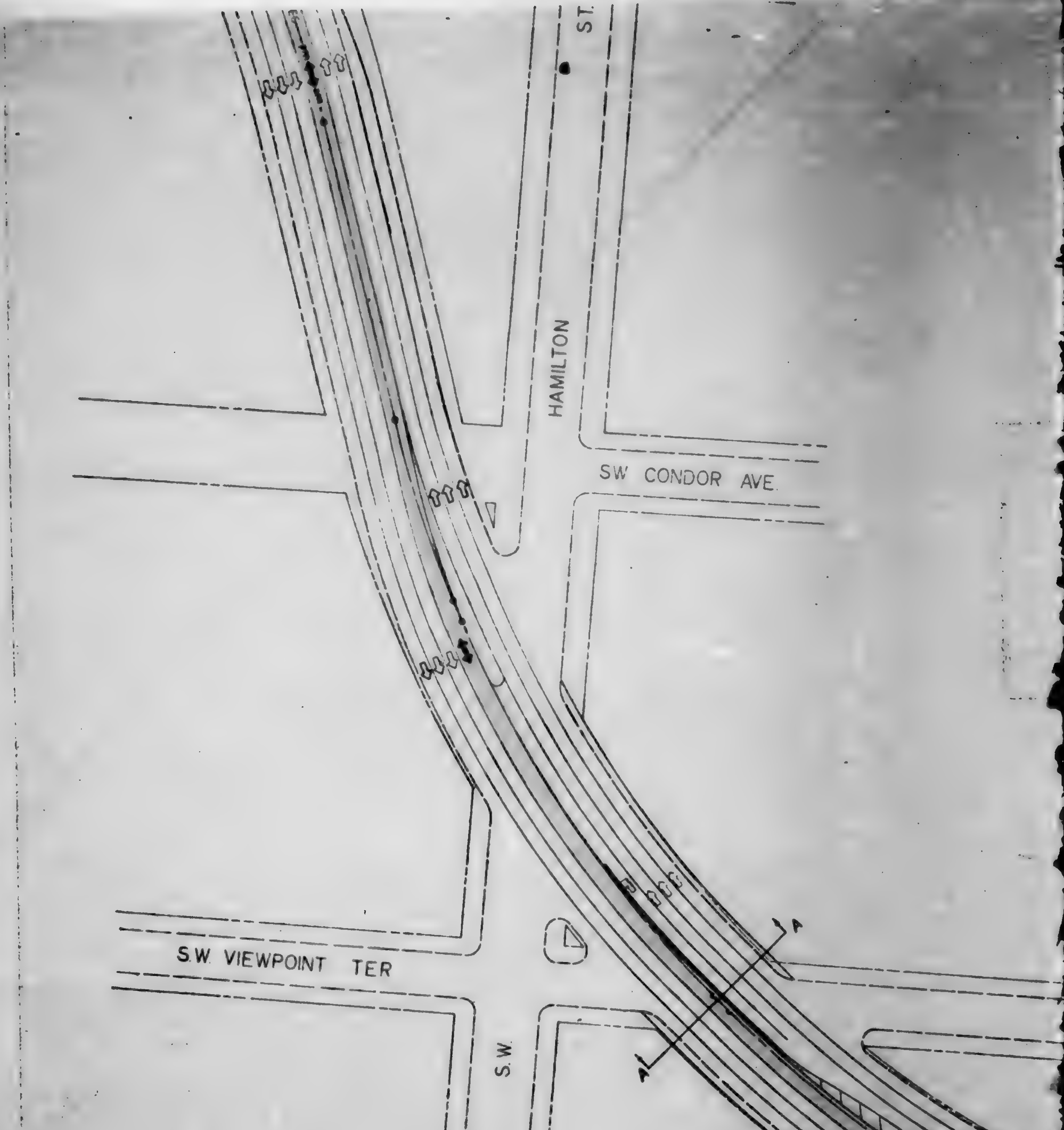
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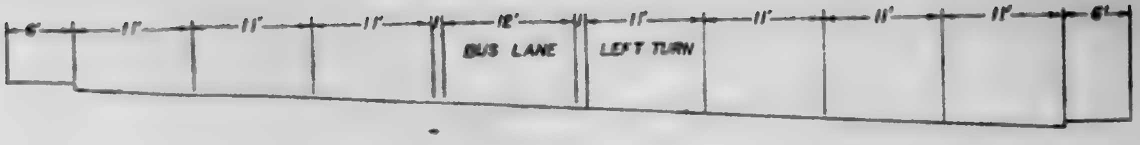
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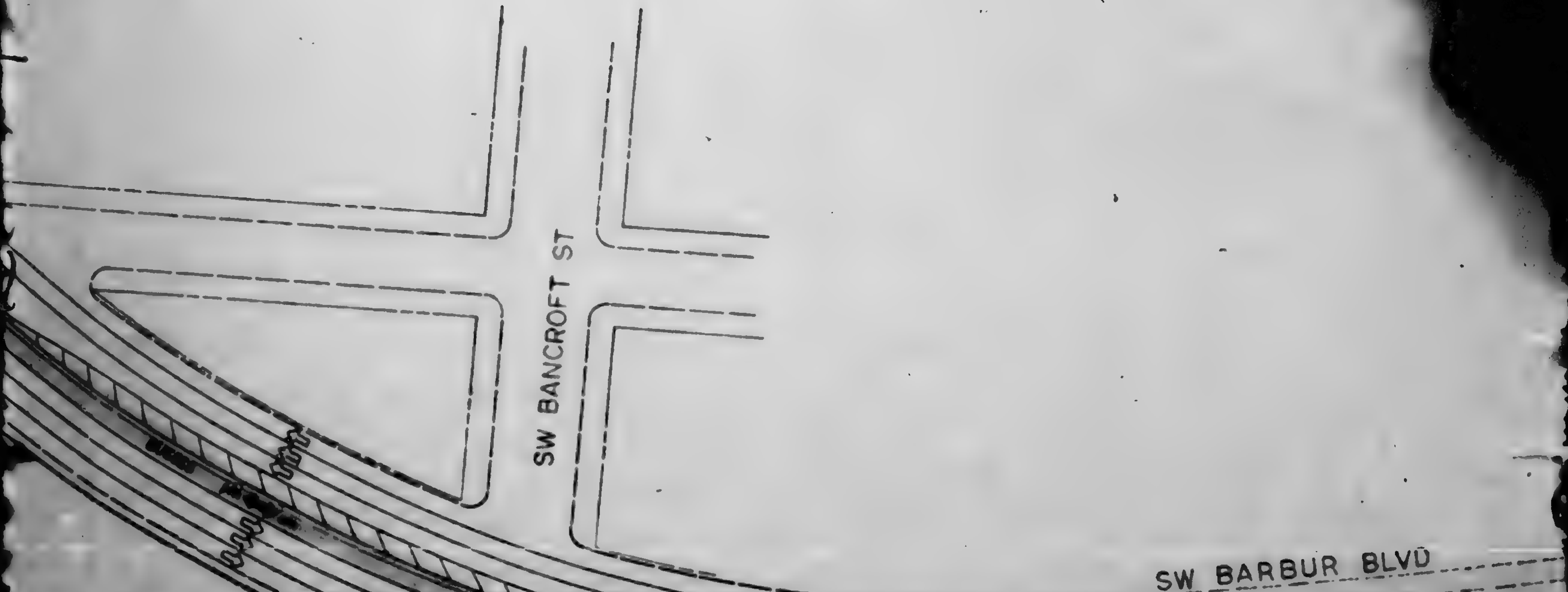
SECTION A—A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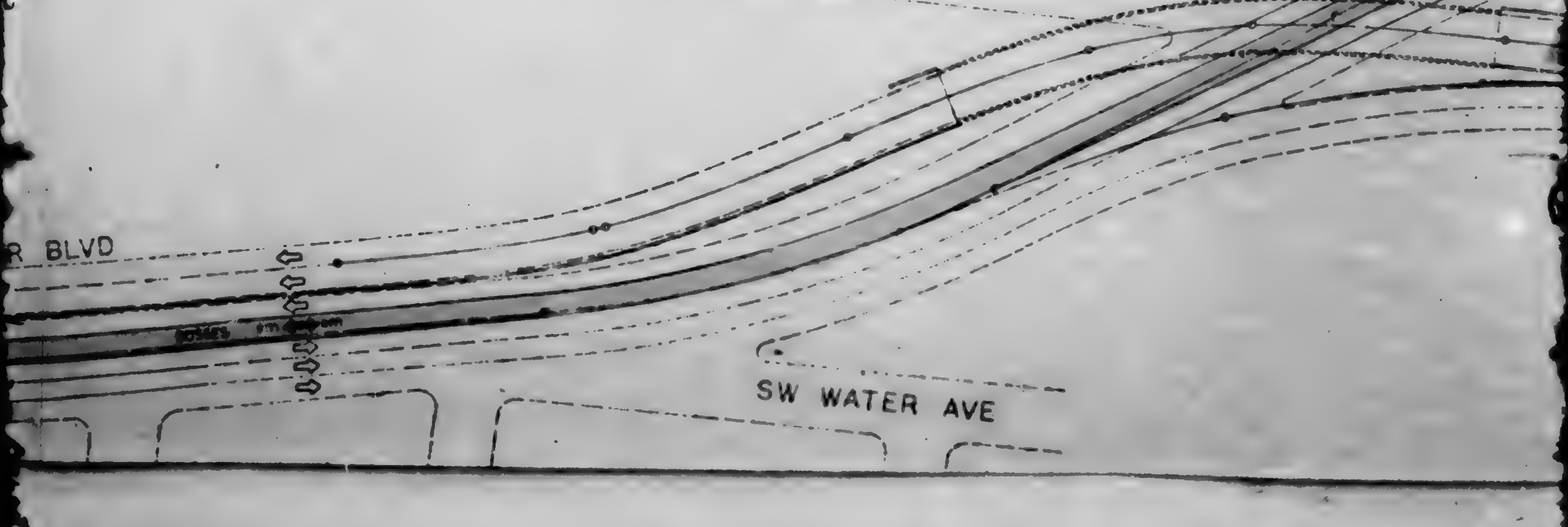

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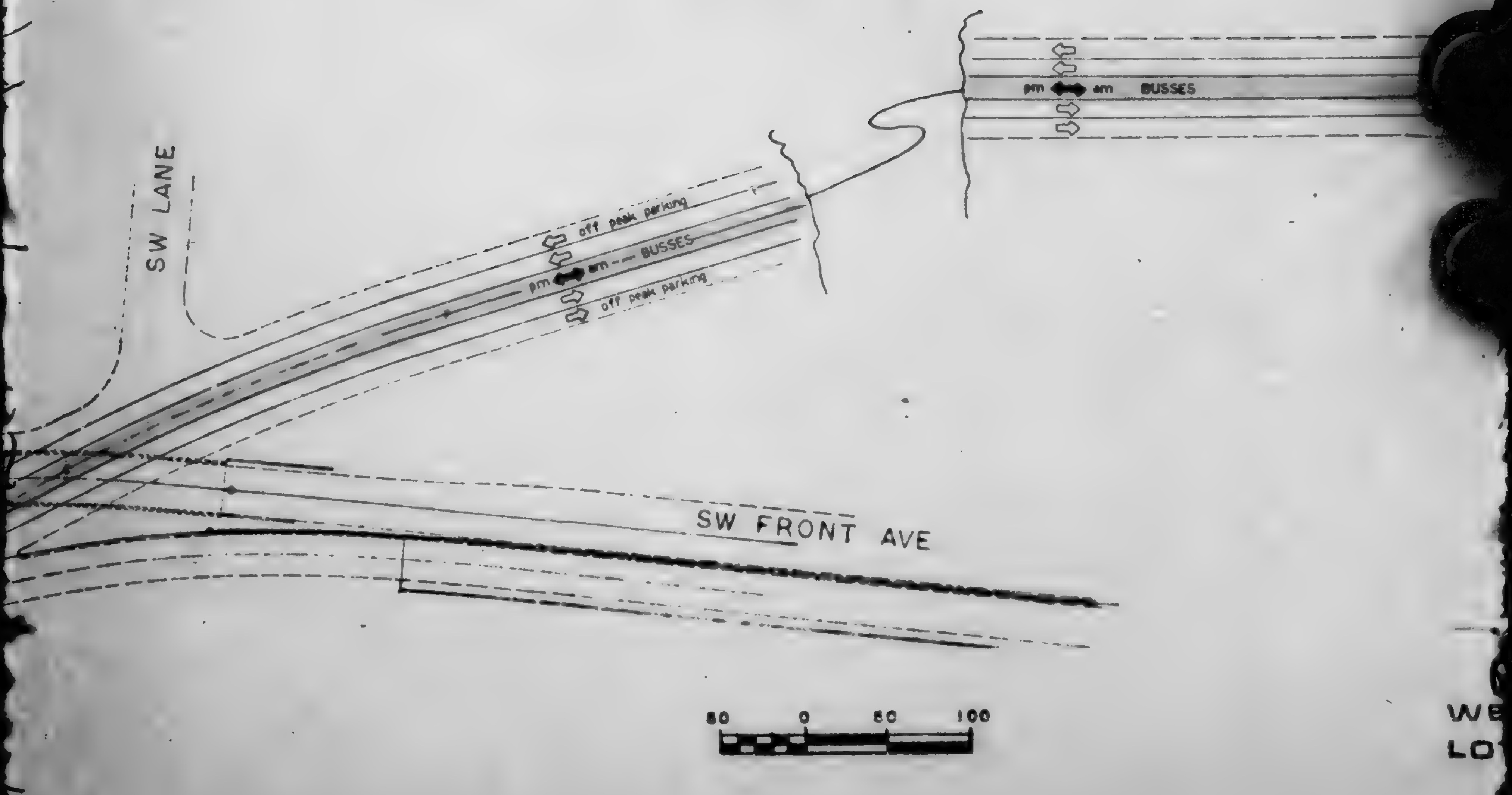
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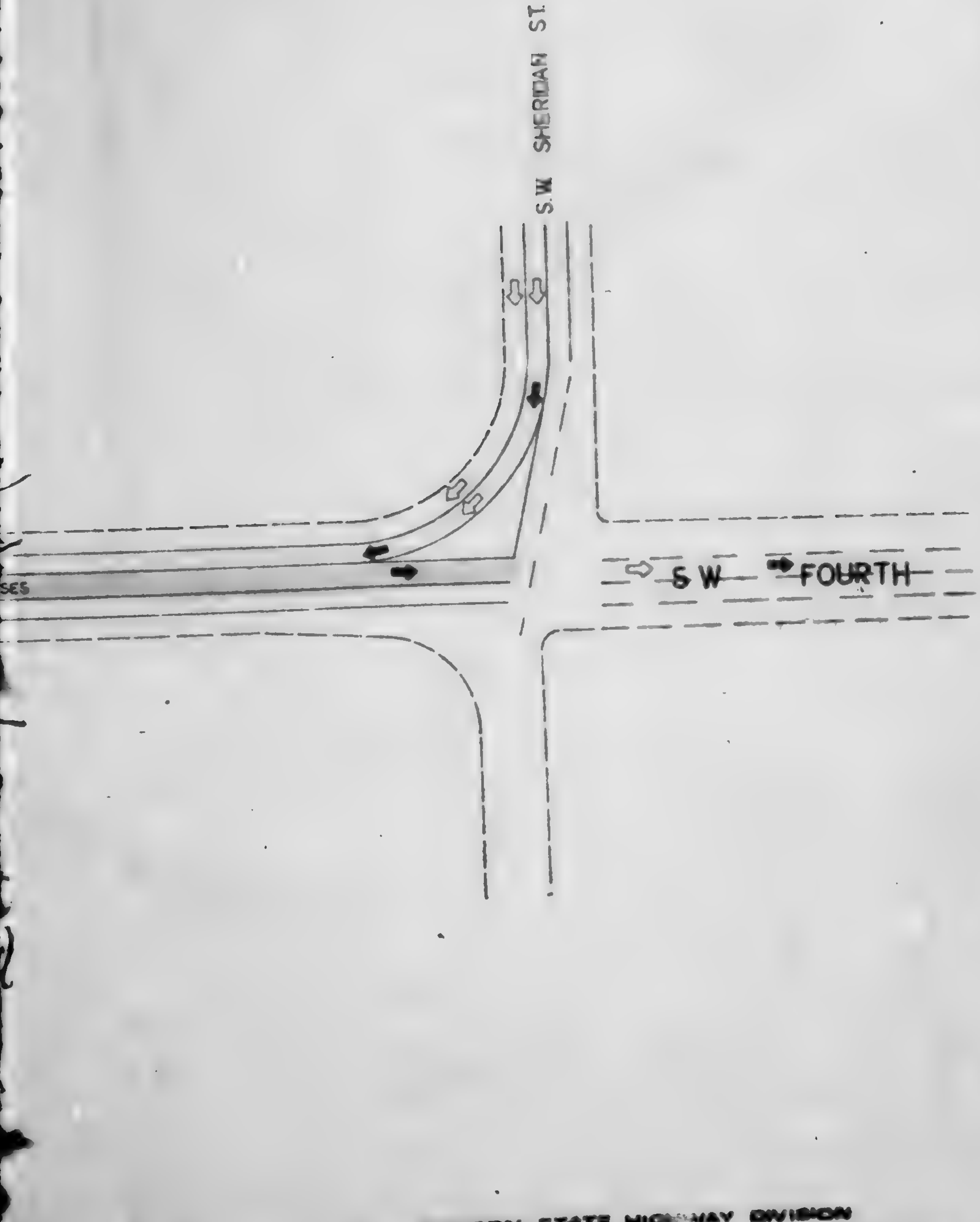

OREGON STATE HIGHWAY DIVISION
WEST PORTLAND PARK & RIDE
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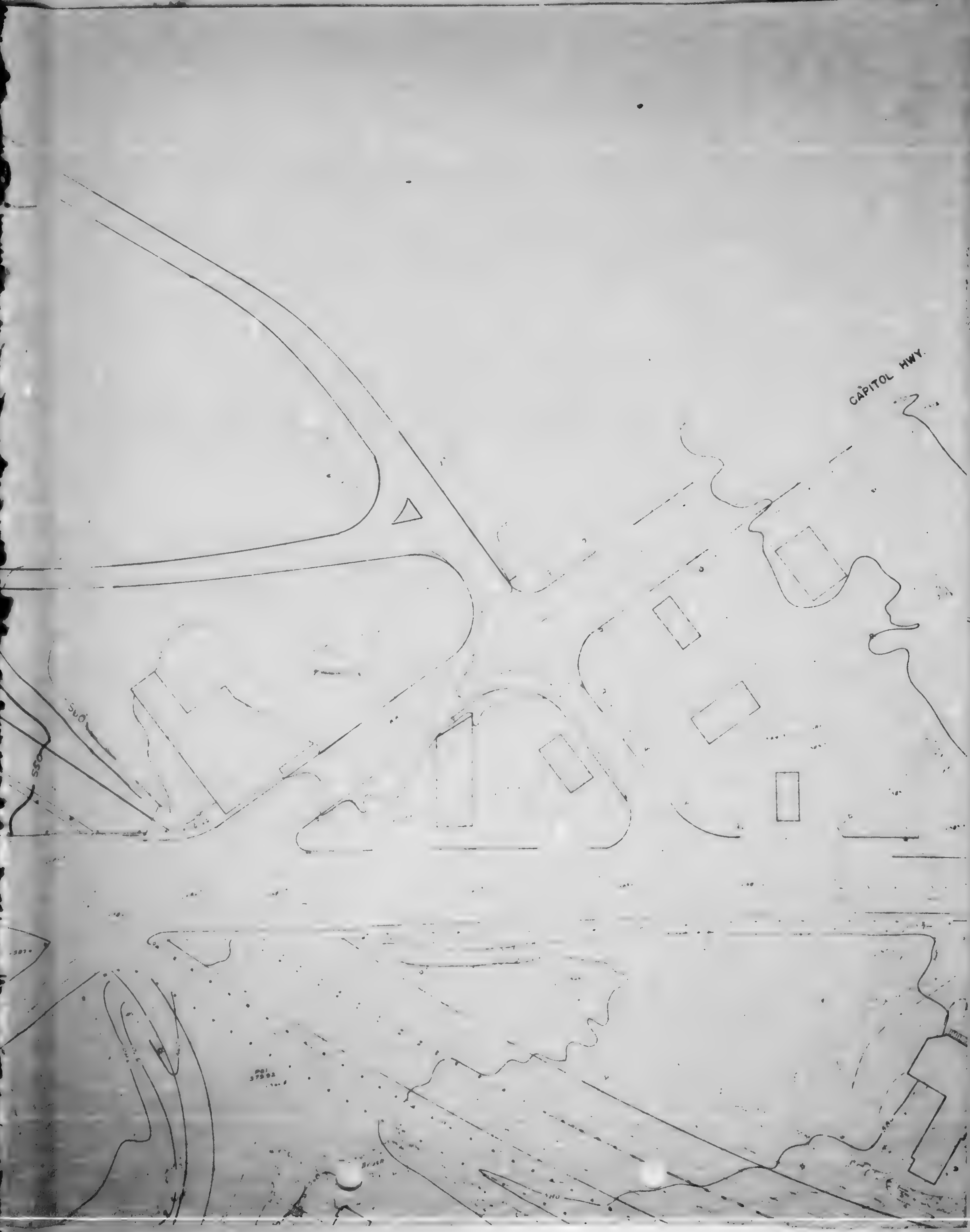
BUS ROUTING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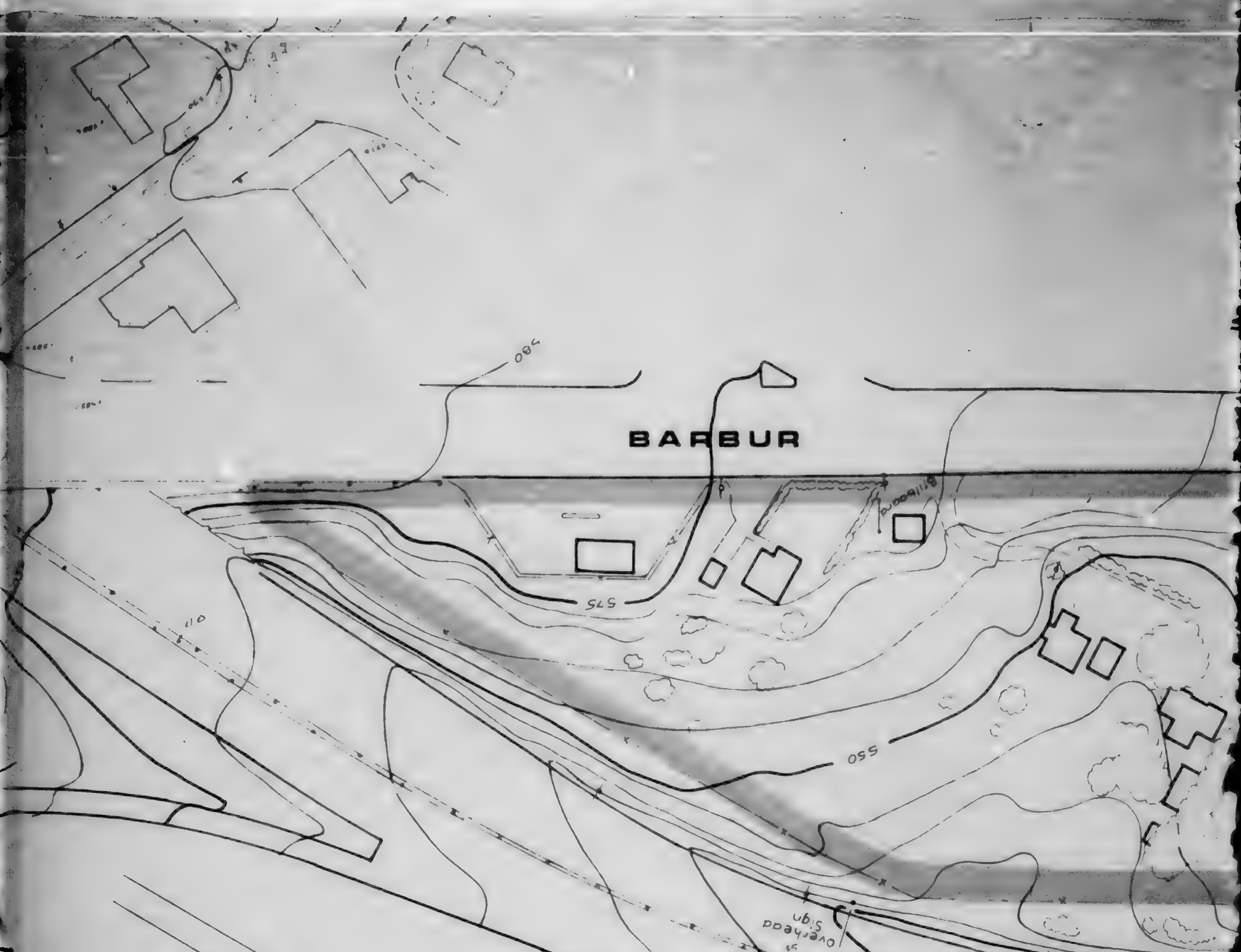
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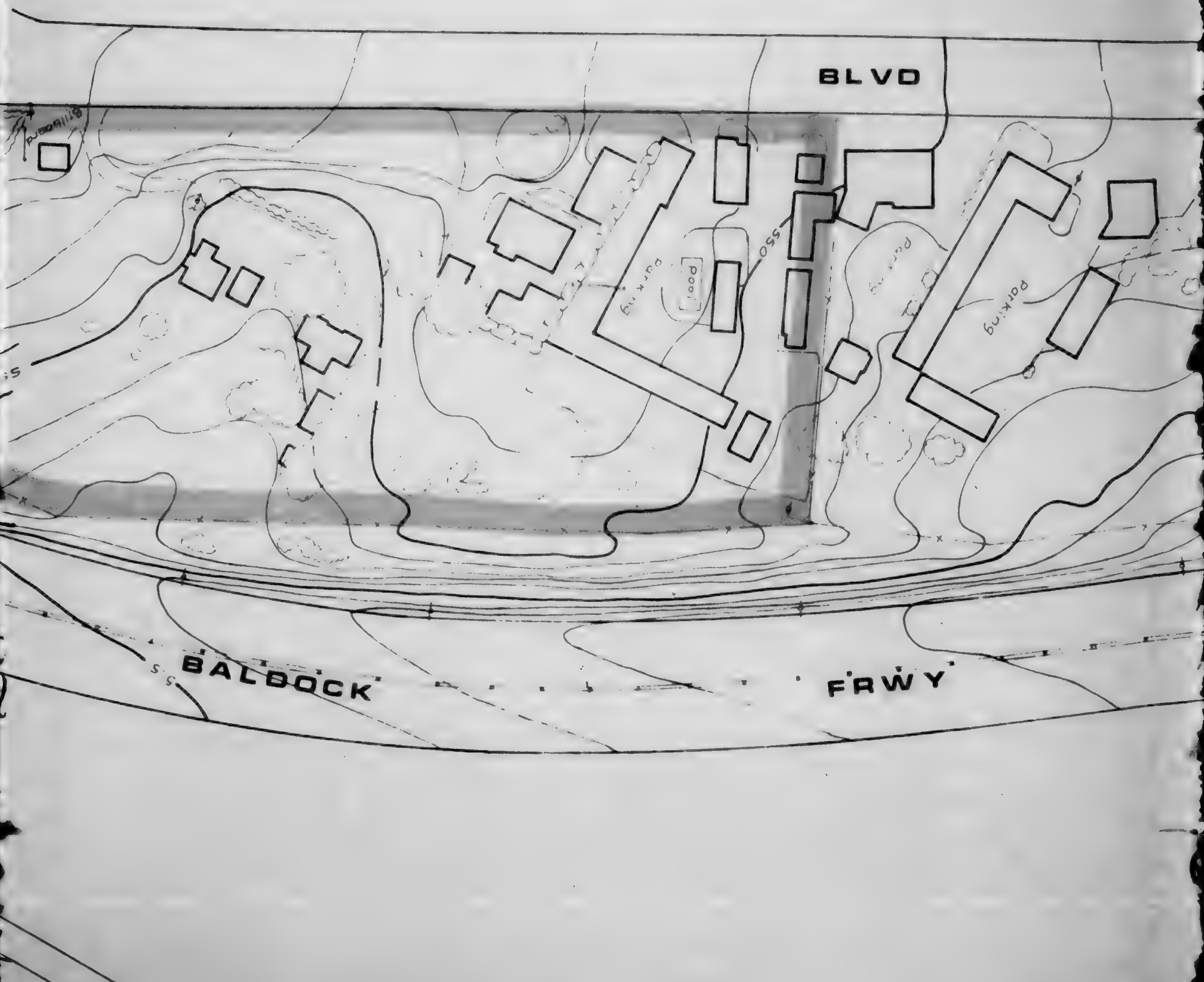
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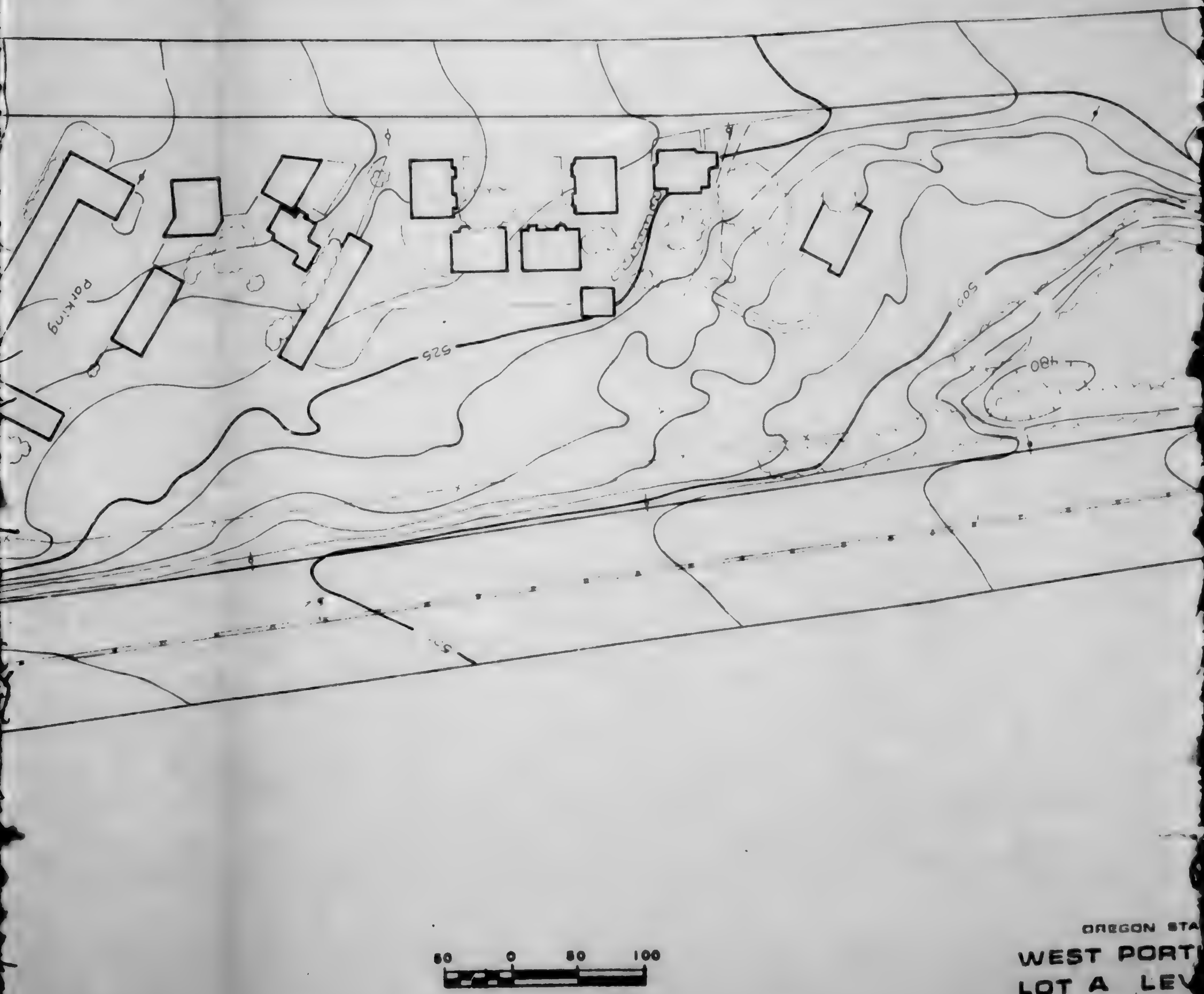

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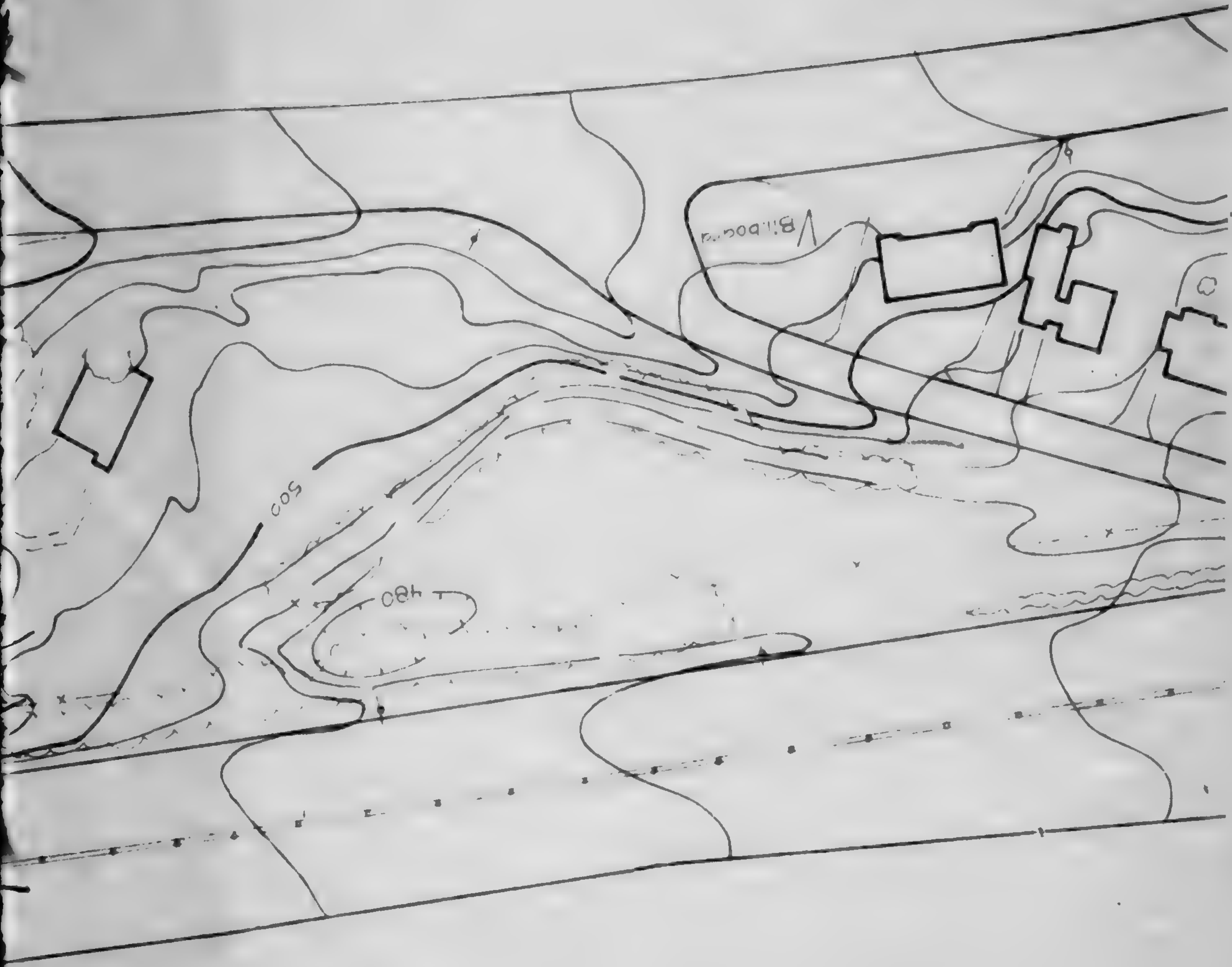

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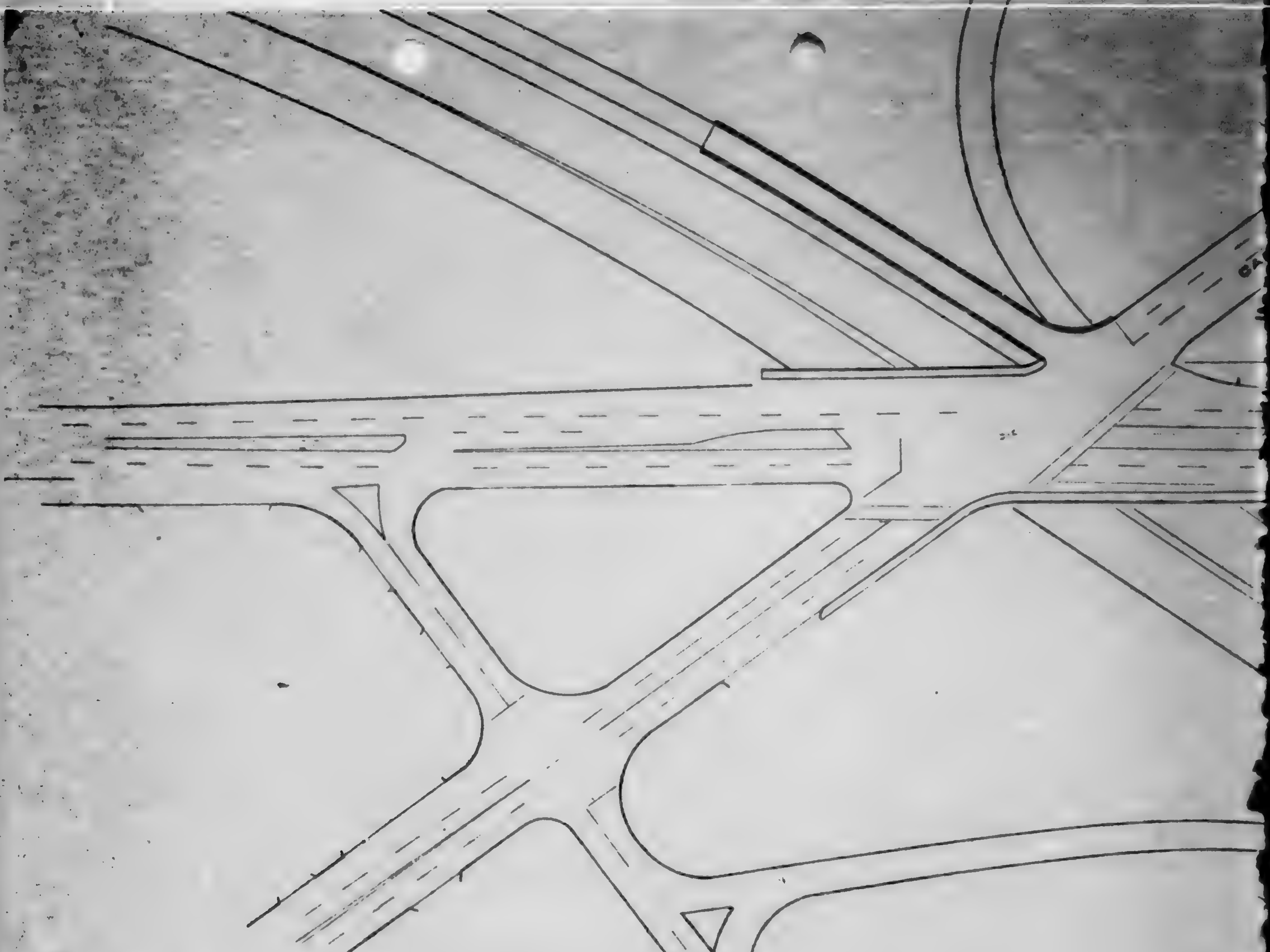
WEST PORTLAND PARK & RIDE

LOT A LEVEL OF SERVICE C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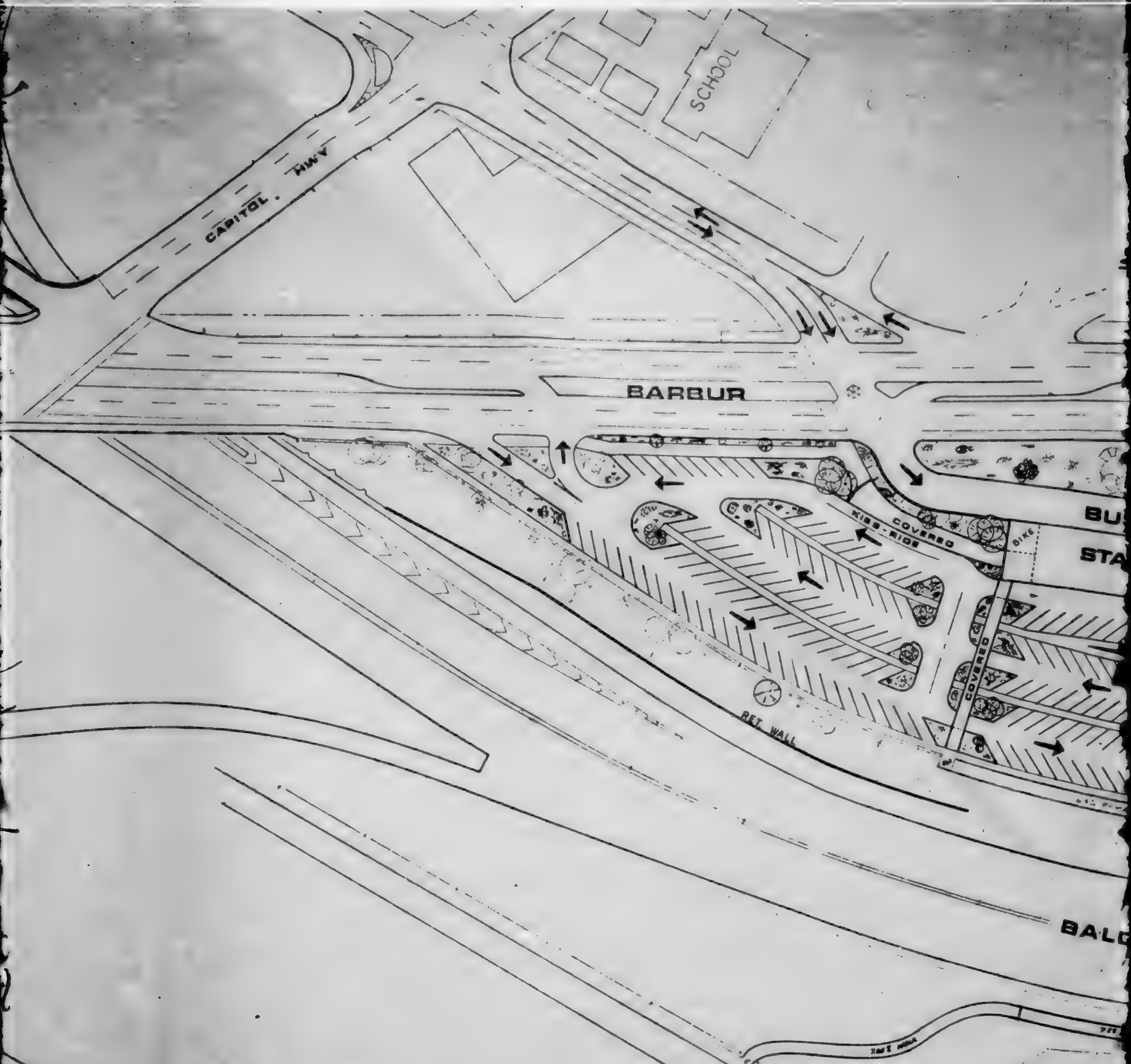
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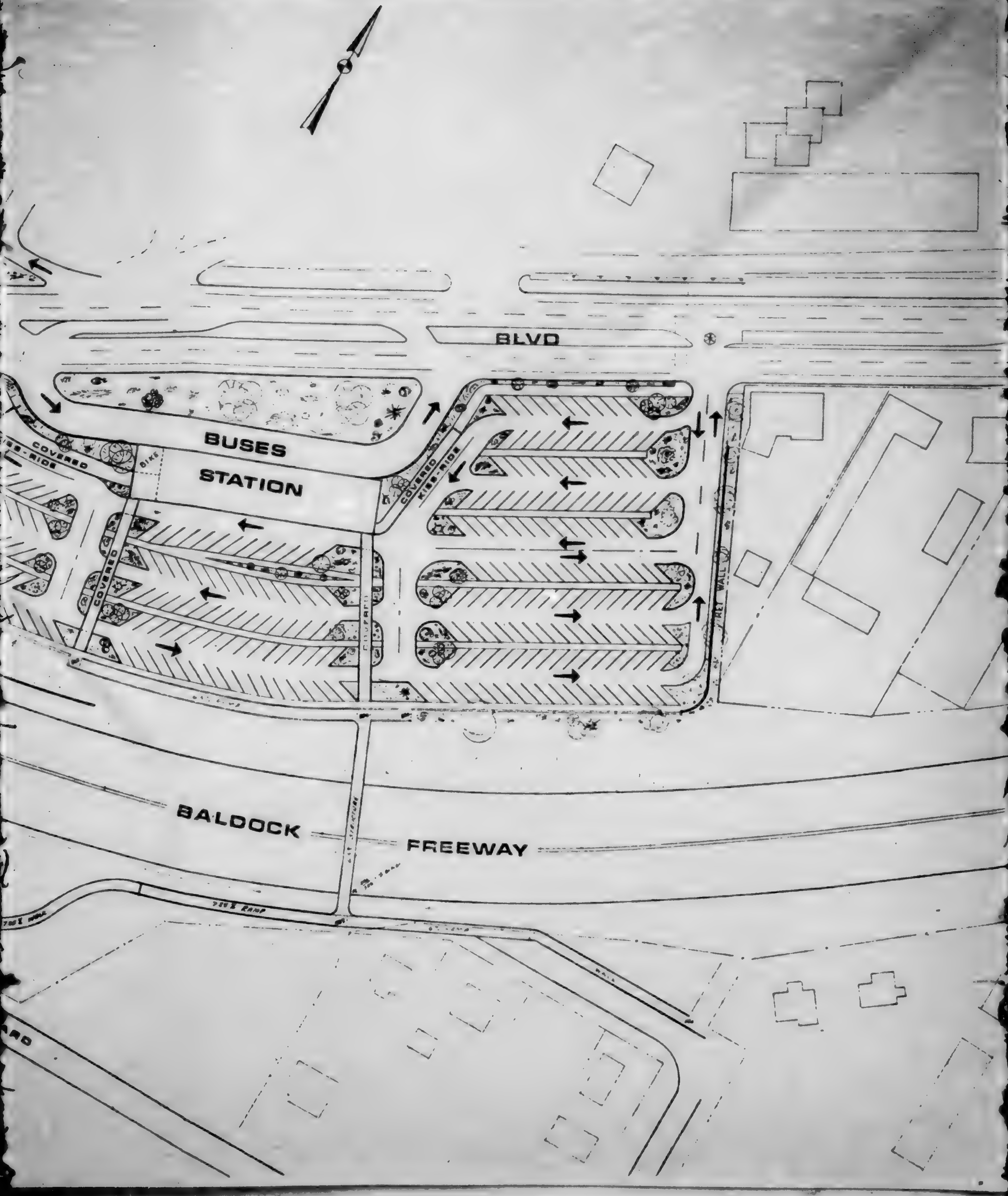
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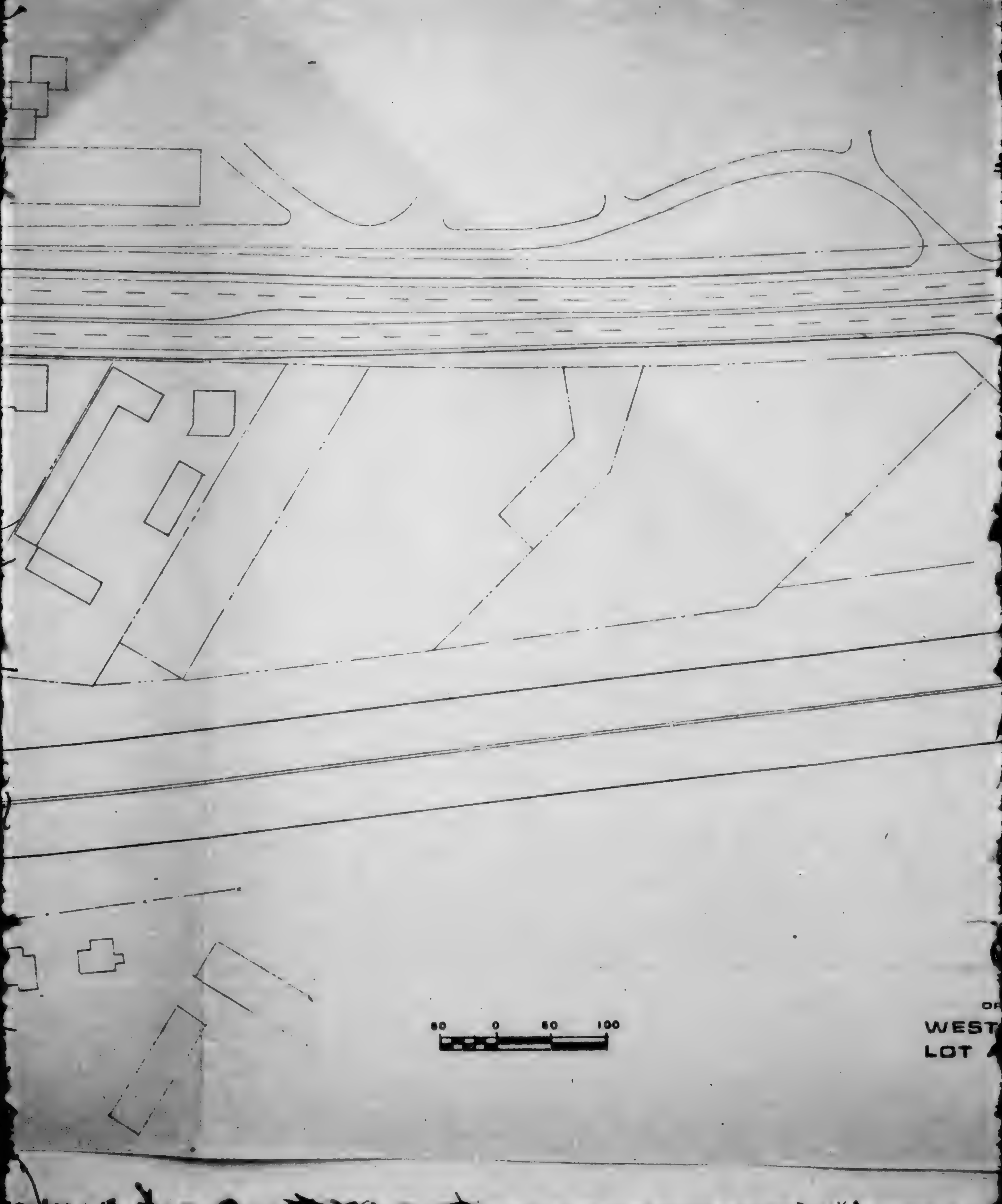

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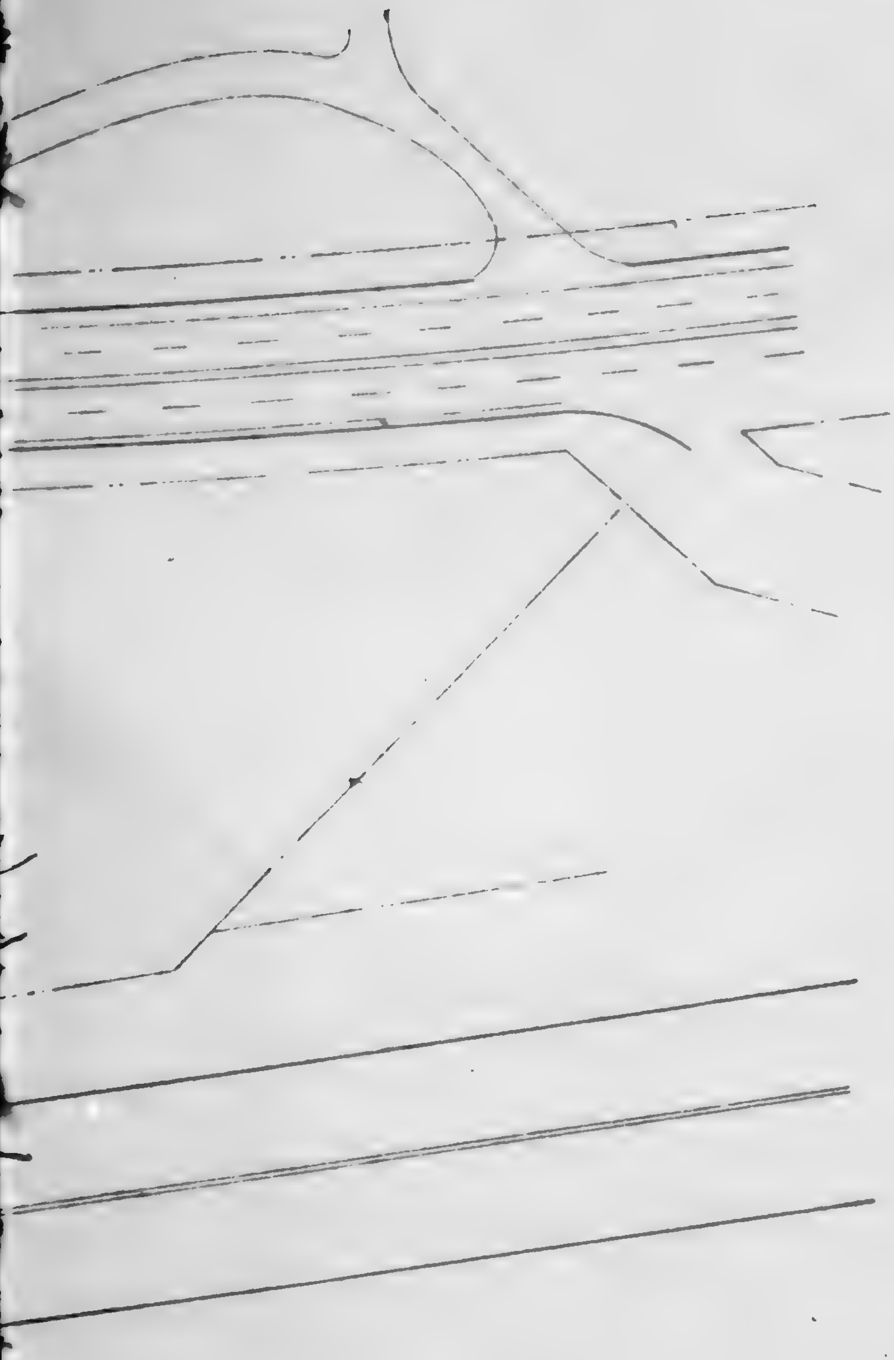

OREGON STATE HIGHWAY DIVISION

WEST PORTLAND PARK & RIDE

LOT A LEVEL OF SERVICE C

Salem

September 4, 1974

R. N. Bothman
Metropolitan Engineer

L. W. Rulien
Project Management Engineer

West Portland Park and Ride

The following constitutes answers to the questions proposed in your letter of August 26, as of right now. I say right now because, currently in draft form is an addition to the Federal Aid Highway Program Manual entitled, "Short-range Transportation Improvement Program" that could have an effect on the flexibility of money in urbanized areas.

1. You asked if Interstate funding is available for the West Portland Park and Ride Station. The answer is yes; however, the amount of money available would depend on the development of, and justification of, the specific project.

2. You asked if Oregon highway funds are available for the local match at the park and ride station. The answer is that if the park and ride station were funded with Interstate money, then it would be an appropriate and proper appurtenance to the Interstate system, and Oregon highway funds would be available for the local match.

3. & 4. You asked if Interstate funds would be available for various exclusive lanes, etc., on Barbur Boulevard. The answer is no.

5. You asked if State funds would be available to match Interstate funds for exclusive lanes on Barbur. Since Interstate funds are not usable; the question is redundant.

6. You asked if Urban fund money and/or State Bond money would be available for exclusive lanes on Barbur. In the case of Urban funds, Barbur is not on the Urban system. If exclusive lanes were of a sufficiently high priority so that the City of Portland and CRAG desired to transfer Urban funds, that could possibly be done.

> Regarding the question concerning Bond money, it would be dependent entirely on the priority and justification of such a project and benefits of the project to the State highway system.

There are many variables in your proposals, and you may find it beneficial to discuss each of your questions, so as not to rely completely and entirely on what, out of necessity, must be rather brief and specific answers.

LWR:dg

cc George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. E. Royer
W. J. Hart
H. S. Cox

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Ore. 97213

August 26, 1974

FILE:

ORIGINAL SIGNED BY R.N. BOTHMAN

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: West Portland Park & Ride

TO: R. L. Schroeder
Assistant State Highway Engineer

NOTED
H. S. COULTER

Mr. Klaboe brought up questions as to the financing for the West Portland Park & Ride Station and exclusive lane at the hearing August 20th.

Prior to proceeding I need some commitment for funding for the station and the exclusive lane in order to make decisions on the alternatives.

Would you determine if funding is available under the following situations:

#1 Is funding available from the Interstate program for the parking lot? The range of costs presented are 1.5 million to 7.5 million; the actual range under consideration 1.5 million to 2.9 million; the question is whether funding is available from the Federal Government to fund a lot at a cost of 2.9 million.

#2 Are State of Oregon dedicated Highway funds available for the 8% local match of funds under #1?

#3 Is Interstate funding available for an exclusive lane on Barbur Blvd. This would envision conversion of a lane for approximately 50% of the distance of the express lane on Barbur and construction within the existing right-of-way of a fifth lane the remainder of the distance to the station, at a cost ranging from 3.6 million to 3.8 million, based on which lot is chosen. The major expense in this estimate is reconstruction including three bridges on Barbur Blvd.

#4 Is Interstate funding available for designation of an exclusive lane on Barbur that being, designation of the fifth lane existing on Barbur from Slaven Road to Sheridan having cost ranging from 1 million to 1.5 million, under the assumption that this express bus lane would provide a substantial relief to the Interstate I-5 system running parrall to Barbur.

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Office of
Assistant State Highway Engineer

#5 Is the State of Oregon dedicated Highway fund monies available to fund the exclusive bus lane under either of the above two alternatives (8% Local Match)?

#6 Providing the above funding is not available, would either urban fund money or bond money be available as a source of funding for an exclusive lane?

I would appreciate and need answers to the above from our legal section and the Federal Highway Administration.

At this point, the general indication I have is that the answer is affirmative to all the questions, but I need to firm this up as we proceed to negotiate for an alternative to construct.

jz

cc F. B. Klaboe
E. S. Hunter
H. S. Coulter

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30 Aug 74

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

Dear Sirs:

Please consider the following comments relative to the site selection and bus routing for the West Portland Park and Ride project.

Realizing also the importance of economic, social and environmental impacts as criteria for decision making, my statements, as an architect involved in the schematic design of this facility, will be limited to topics of transportation and station design.

TRANSPORTATION

The Draft Environmental Impact Statement states that "The park-and-ride concept will succeed only if the proposed system, a new mode to many potential riders, is more desirable than their present mode, the private automobile." This desirability, based on both convenience and actual and psycological time savings must be given high priority.

A commuter trip of this nature can be looked at in three basic parts. (1) Home to Transit Station, (2) The interchange at the Transit Station and (3) Transit Station to Work. If any one of these parts is not efficient the entire system will fail.

Essential to the Home-Station trip along with the feeder bus and auto is the provision for grade separated pedestrian and bicycle access. As well as providing access to the station it would serve to tie together a neighborhood now bisected by Barbur Blvd. and I-5.

The interchange at the Station to be successful must incorporate (A) minimum walking distances between modes and (B) separation of modes from one another. Some conflict of course will have to be allowed but never should the pedestrian have to cross paths with other systems except possibly the automobile on secondary paths in parking areas.

The express bus trip between the station and downtown requires a minimum number of conflicts. As important as a maximum average speed is a minimun number of stops, as an uninterrupted trip will give a "feeling" of efficiency and speed. A freeway routing with exclusive lanes is the best solution to this segment of the total trip. But with such high costs involved in construction of ramps, etc., this money may be better invested in the other two parts of the trip providing a sophisticated signalling system is used to give express busses priority entering, leaving and traveling on Barbur Blvd.

SITE ANALYSIS AND STATION DESIGN

TOPOGRAPHY

On both sites topographical changes are major. This can be used to good advantage since grade separation of systems within the facility is required to minimize conflicts. With the opportunity to enter the station at different elevations, the grade separations between the modes can be made without excessive ramping within the facility. Site ABC with steeper slopes and with Barbur Blvd. ramping (as opposed to Barbur being level along Site D) offers more of these advantages. But Site ABC also creates greater problems in (1) gaining direct access to I-5 by either bus or auto and (2) in providing a continuous pedestrian-bike path across Barbur and I-5 and through the station as the total grade change is in excess of 50 feet.

SIZE

The smaller size of Site D offers the advantage of forcing parking to be multi-leveled. This creates a more compact facility and minimizes the walking distances between parked cars and busses. Site ABC though does not necessarily have to be as large as it is and a similar compact scheme could be designed for it.

SHAPE

Both sites are long and narrow but site ABC is somewhat wider and permits much more design flexibility when considering the large turning radius required for busses. Site D is extremely narrow and would be much harder to design an efficient station for.

LEVEL OF SERVICE

As stated before, the success of such a system depends upon the service it provides. If a scheme is adopted such as that shown for "level of service C" an unsuccessful system could result. From a design standpoint, the one level parking lots would require a great deal of cut and fill and retaining walls. This would be an insensitive use of the site and an eyesore as well. Both sites dictate a multi-leveled solution. Parking levels could be nicely terraced into the sites providing not only a better visual solution but also a more functional one.

CONCLUDING COMMENTS

A project of this nature to be done at all requires that it be done well. To shortchange it in the beginning could prove failure.

All need not be done initially but provision in the design stages for future implementation of additional systems and separation of systems is required.

Sincerely,

William K. Wilson

William K. Wilson Architect
6220 SW Capitol Hwy. #10
Portland, Oregon 97201

1353 15

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE . August 30, 1974

TO R. N. Bothman
Metropolitan Engineer

FROM Gary L. Sund
Public Affairs Director

SUBJECT

Vern Butzer's August 20 memorandum summarizing public opinion gathered at the West Portland Park & Ride informational sessions prompts me to write and say that I commend your staff's public participation activities throughout the planning of this project.

It is interesting to observe that although the new Action Plan has not been formally in effect during the process, you have adopted nearly all of the Action Plan procedures on public participation. I particularly have been impressed with the range of public informational duties you have employed to keep the Southwest Portland community appraised of the planning activities and with the effort expended to provide a means for helping the public to participate in the process.

All of that effort - meetings with Jackson Community Assn., direct mail flyers, public opinion surveys, news releases, formal and informal hearings, individual contacts with adjacent landowners, et al - has been properly documented for future reference. Most of that effort has been done without the assistance of the Salem Public Affairs Branch. In short and out of apparent necessity, you have established a regional Public Affairs office. That can only help our Division effort.

Metro ought to have no difficulty adjusting to the Action Plan on November 1, 1974 at least to the elements of public participation.

GLS:ob
cc - F. B. Klaboe
R. L. Schroeder
Gary Potter
Larry Rulien

RECEIVED
SEP 3 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

1-1a 8-1
W. Fld.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
August 20, 1974

FILE:

FROM: VERN BUTZER VB
Park & Ride Coordinator

TO: MEMO TO THE FILE

SUBJECT: WEST PORTLAND PARK & RIDE
August 14, 15, & 16 Information Sessions

The sessions were held in the Highway Display Van at locations and hours planned and published.

By actual count, 161 persons visited the display. A questionaire was handed out for sampling of opinions and the following are its result:

Lot Preference:	A	29	D 17
Service Level	A	21	B 16 C 11
Route	(Barbur) 13	(I-5) 5	(Barbur-I-5 Comb.) 19

Lane Preference:	
Bus only with traffic	10
Contra flow	4
Bus exclusive lanes	15
With car poolers	8

Will attend formal hearing: Yes 16 No 24

There is some question in the writer's opinion that all the choices of the proposal were understood by the visitors of the display. The consensus of opinion of engineering personnel in attendance at the session is that reaction to the idea is favorable but costs are high. Many stated they would not ride the buses but hoped others would. Many were concerned with security of vehicles (Auto & Bicycle) while parked at the station. This needs to be worked out as no answer is available at this time.

Tri-Met had a representative at the sessions part of each evening. No City or County personnel attended any session.

VB:kc

NOTED
R. L. SCHROEDER

RECEIVED
AUG 27 1974
Office of
Assistant State Highway Engineer

cc R.L. Schroeder
Gary Potter (Planning)
Gary Sund (Public Affairs)

WEST PORTLAND PARK & RIDE

Informational Session Questionair Summary

Preferences:

Lot A	29
Lot D	17

Service Level

A	21
B	6
C	11

Route

Barbur	13
I-5	5
Barbur-I-5 Comb.	19

Lane Preference

Bus only w/traffic	10
Contra flow	4
Bus exclusive	15
With car pool	8

Will Attend Hearing

YES	16
NO	24

Total attendance in three (3) days (August 14, 15, & 16)

161

8353

13

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

RECEIVED
AUG 2[illegible] 1974
PROJECT MANAGEMENT SECTION

August 27, 1974

Mr. L.W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Enclosed are CRAG Transportation Division's Review and Comments on the West Portland Park and Ride station. I trust these will aid in the development of an improved facility.

If you have any questions, please feel free to contact our Division.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

RE:TV/kt
enclosure

cc: G. L. Green, FHWA
E. S. Hunter
~~R. L.~~ Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford
M. J. Klotz
E. L. Hardt

RECEIVED
AUG 28 1974
Office of
Assistant State Highway Engineer

BEN GIFFORD
7 23 74

NOTED
R. L. SCHROEDER

Ben/R

REVIEW AND COMMENT

West Portland Park & Ride Draft EIS

General

The overall quality and completeness of the report is good. The writing is good and the graphics used are very good.

CRAG views regional park and ride stations as key components in its developing comprehensive land use/transportation plan. The success of such facilities is dependent upon the ability of the facility to provide an improvement in a transportation function to its prospective users, and the appropriate planning of symbiotic land uses in conjunction with the stations. Therefore, access to and from the facility by all modes, high levels of service to destinations, and supportive land uses adjacent to the facility are essentail to the long term success of such facilities.

This agency encourages the utmost attention be given to the design of the facility so as to allow easy ingress and egress to the facility for cars, pedestrians, and bicyclists as well as buses. Also, this agency encourages local agencies to view park and ride stations as an opportunity which will help support, and be supported by, other land uses.

Specific

- Such a voluminous report should contain a summary listing major findings and recommendations at the beginning of the document.
- Page 28
  The discussion of "auxilary transit systems", which the report limits to "feeder buses and kiss-and-ride", should be expanded to include pedestrian and bicycle systems. The recognition of these two modes as important transit support systems is crucial to their integration in overall transportation planning.
- Page 29
  There is no need for footnote "8". If the intention is to point out that Multnomah County has thusly amended its plan then it should be directly stated.
- Figure 4
  The dual color aspect of this map is good. However, the drafting component that attempts to distinguish local bus from express bus is inadequate.
- Page 30
  "Rationale For Passenger Use" - The five groupings (facility safety, physical quality, facility reliability, facility

flexibility, and parking fee) used to categorize the twenty variables used in developing transit ridership do not adequately account for all the variables. Certainly such a grouping should contain more inclusive groupings in the areas of cost and competition.

- Pages 33-34
  The comparison of the features of the West Portland station with similar stations in other cities is excellent. Also, this comparison underscores the need for exclusive lane operation from the facility to realize the full potential of the park and ride concept.

- Page 45
  The last two sentences on this page should be omitted and the following inserted:

  > A 1990 Interim Land Use Plan was adopted by CRAG in 1971. A Preliminary Comprehensive Land Use Plan will be published by CRAG by the fall of 1974. A final comprehensive plan is scheduled to be completed in mid 1976.

- Pages 47-49
  This section of the report clearly identifies the many problems the pedestrian and bicyclist faces in negotiating the Capitol Hwy - Barbur Blvd. - I-5 Interchange. Also, it identifies the current and future potential these two modes have as feeders to the facility. Special attention should be given to design the facility to augment the useage of these two modes.

- Page 51
  The 1970 SMSA population figure used in Table 8 is incorrect. The number used, 821,897, is the 1960 SMSA population not the 1970 population.

- Figure 13
  The dots on the graph are not identified as to what they represent, i.e., census tracts, traffic zones, etc.?

- Noise Quality
  No reference was made to the DEQ noise standards. Since these standards are considerably more stringent than the FHWA, and since their adoption is near, a reference to their impact should be included in the report.

8252

18

~~Our Best~~ For You

PHONE
246-8841

JERRY FITZPATRICK
REAL ESTATE
9560 S.W. BARBUR BLVD.
PORTLAND, OREGON 97219

STATE HWY ENGR
AUG 26 '74
REFER TO
Head - Bothman
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to Head
cy Bothman 8/30

August 24, 1974

NOTED
A. E. JOHNSON

Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97310

cy RJS 8/30

Gentlemen;

We would like to submit a few observations on the Southwest Park and Ride Station after attending the public hearing.

1. Site D could take the commuter heading for the Central Business District off the Freeway with an easy exit directly onto the parking lot. The "Park and Ride" will succeed only if it is easy to use.

2. Site D could be completed and in operation at a total cost of $1,500,000. It would cost almost that same amount just to acquire the land in site A, with no improvements.

3. We believe a Park and Ride Lot the size of site D would be adequate due to the plans to construct a similar facility near Tigard in the future.

4. Site D would be much easier to reach by foot or bike by all the people living in the many apartments near Capitol Highway. If an overpass is needed for pedestrians, it would be less expensive to span Barbur Blvd. from site D to the restaurants and businesses now existing on the other side of Barbur Blvd.

5. Site D would have far less impact on the area as to displaced businesses and households.

6. As far as we can learn, the Jackson Community Association consists of a small group of people who have been very vocal on this issue. We do not feel that their views represent those of the majority of the residents of this area.

We are confident the professional Planners who make the final decision on the selection of this site will take into consideration the over-all requirements to make mass transit a success in the Tri-Met area.

Sincerely,

Jerry Fitzpatrick
Evelyn Fitzpatrick

cc: Tri-Met c/o Betty Barker

cc: City Planning Commission c/o Ernie Munch

8353

R. L. Schroeder

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Ore. 97213
August 21, 1974

FILE:

ORIGINAL SIGNED BY R.N. BOTHMAN

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: West Portland Park & Ride

TO: FILE

Meet with Ernie Munch and Don Bergstrom representing the City and Ken Limbocker representing the State to discuss the West Portland Park & Ride.

Considerable discussion involved the intersection at Hamilton and how traffic would be handled with an exclusive lane.

The City well proposed to run with traffic on Barbur from west Portland station to Slaven Road and with an exclusive lane (the fifth lane) from Slaven Road to Sheridan and mixed traffic to the Mall.

The question of traffic backup at the signal at Hamilton and at Terwilliger were raised and a morning count of the traffic operation at all the signals on Barbur should be made. This should include some kind of count of the congestion problem during the peak AM and PM hours at each of the major intersections on Barbur.

The question was raised as to the left turn route at Hamilton for South bound traffic into the apartment complex. General consensus was that this left turn would be closed and traffic routed on Hamilton and Corbett. This will make some impact on the neighborhood which will have to be considered.

Don Bergstrom raised issue with the operation of the signal by the buses preferring a detector in the pavement exclusive lane to buses with signals.

cc R. L. Schroeder ✓
Gary Potter
Gary Sund

jz

NOTED
R. L. SCHROEDER

RECEIVED
AUG 23 1974
Office of
Assistant State Highway Engineer

835

13

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 11, 1974

Fred Stefani, Chairman
Clackamas County
Board of Commissioners

Will Masters
Washington County
Board of Commissioners

James Gleason
Multnomah County
Board of Commissioners

Honorable Neil Goldschmidt, Mayor
Mayor's Office
Portland, Oregon

WEST PORTLAND PARK AND RIDE

The Oregon State Highway Division has proposed plans for the West Portland Park and Ride Station at the Capitol Highway-Barbur Boulevard-I-5 Highway Junction (I-5) (99W) in the City of Portland and in Multnomah County south of the City.

The proposal consists of site selection and design for a parking facility and transit station for local and express buses and route selection and design for bus lanes from the station to the central business district.

Informal informational corridor and design concepts will be presented in the Highway Division's display van at Markham School, 10531 SW Capitol Highway in Portland between 3:00 pm and 8:00 pm on Wednesday, August 14, 1974; at McCabes Market, 9845 SW Barbur Blvd. between 2:00 pm and 8:00 pm on Thursday, August 15, 1974; and at Pay N Pak Store, 7365 SW Barbur between 2:00 pm and 8:00 pm on Friday, August 16, 1974, with State Highway Division engineering and right of way personnel present to discuss various matters, including relocation assistance programs, with persons who may be interested in or affected by the project.

Pursuant to State statutes and Federal regulations, a formal public hearing pertaining to the combination corridor and design features will be held in the Jackson High School cafeteria, 10625 SW 35th Avenue in Portland, on Tuesday, August 20, 1974, beginning promptly at 2:00 pm and continue throughout the afternoon and evening with a recess for dinner.

Tentative right of way and construction schedules will be discussed and opinions and views accepted at this formal hearing, with an additional ten days allowed for further written statements or comments. A statement pertaining to the project from you or other interested persons would be appreciated at the hearing.

RECEIVED
STATE HWY ENGR
JUL 18 74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7/18/74
Baldwin's Office
Sent cy to
Commission

NOTED
F. B. KLABOE

A statement regarding the environmental effects this proposed project will have on the area will be available in the State Highway Division's Metropolitan Office, 5821 NE Glisan Street, Portland; Room 412, State Highway Building, Salem; and also at the hearings for review and information.

In order that all interested persons may be informed of the proposed plans, the Highway Division will have a public notice published in the appropriate newspapers in the vicinity on Friday, July 19, 1974 and on Sunday, August 11, 1974, or the nearest publication date thereto.

If a meeting or further information is desired pertaining to details regarding this matter, please notify this office immediately - telephone 238-8226, Portland.

Robert N Bothman

R. N. BOTHMAN
Metropolitan Engineer

cc see attachment

ar

8353

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

June 12, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: WEST PORTLAND PARK AND RIDE

TO: F. B. KLABOE
Administrator of Highways
and State Highway Engineer

RECEIVED
14 '74
HWY ENGR
REFER TO
FOR
File

NOTED
F. B. KLABOE

The corridor design hearing for the West Portalnd Park and Ride is scheduled for August 20, 1974.

After considerable coordination with City agencies, Tri-Met and the Jackson Neighborhood Association, I chose to engage Martin, Soderstrom & Matteson Architects to develop a conceptual plan utilizing input from these various representatives as well as my staff.

The product of this effort has been presented to you and the Administrative staff.

Although the presentation seems to have caused considerable concern (if that is the correct word), I feel it represents an excellent approach to the development of the park and ride concept. The concept developed eliminates all conflicts between the buses, both express and feeder; the auto, both the parking vehicle as well as the "kiss and ride" vehicle; and pedestrians, including those from walk-ins, "kiss and ride", parked autos and transfer and express buses.

With use of this conceptual plan, I believe we can proceed to address all the issues which will be raised relative to development of the park and ride site. I in no way consider that the entire conceptual plan will be carried out as many of the elements are likely uneconomical and not feasible. However, at the same time, we now are able to indicate why we are proceeding in the direction we are with a facility with a reasonable amount of conflict between the bus, car and pedestrian.

After discussions with Mr. Baldwin and yourself, Ken Limbocker did make considerable investigation into existing costs, particularly for a structured parking lot. I have attempted to strike an average from the information obtained from consultants, parking lot owners and steel supply firms in the current estimates. These estimates utilize $1.10/sq.ft. for development of the parking lot at grade and $12.00/sq.ft. for development of the structure, including elevators, etc.

Insofar as the cost estimates, I believe we must recognize that in addition to providing a parking lot for cars, we also are providing a transfer station for feeder buses, a "kiss and ride" station, an express bus transfer station and a facility to accommodate pedestrians and bicycles. In Plan A, the cost of the pedestrian-bicycle path connections are $600,000; in Plan D, $800,000; an element which could be removed from the construction project, however built into the plan so as to be included at such time as someone decides that to be a necessity.

6/14
Cy to Baldwin
Johnson

Please find attached current estimates including the construction of an initial 300 car lot and a final 400 car lot connected to the central business district by three alternatives on Barbur and three alternatives on I-5. The costs are broken down into lot development costs and right of way costs with a total lot cost for Site A and Site B. Within this breakdown are service levels A, B and C. Service Level A provides for a first class facility accommodating all the characteristics of the conceptual plan produced by the consultants. Service B provides an "okay" facility with a minimum number of conflicts between the auto, bus and pedestrians with a reduced number of ramps and separate roadways and a reduction in the building, but operating at a good level of service. Service C is the "tin shed" verison which envisions a ground level facility in the case of Lot A, a structure in the case of Lot D, with total conflict between the pedestrian, bus and auto, these elements utilizing a ground level facility with a shelter for those persons waiting for the bus. A cost for these options runs from a minimum of $2.9 million to $16.3 million for the 300 capacity initial lot to $4.4 million to $17.1 million for the ultimate 400 capacity facility. There are numerous options which can be extracted within these alternatives.

I request your permission to proceed to utilize the conceptual plan developed by the architect as a conceptual plan for the facility to present the alternatives as outlined in the attached estimate at the hearing and to provide after the hearing recommendations as to how the Division should proceed with the development of the West Portland Park and Ride.

ar

Attachment

cc E. S. Hunter
H. S. Coulter
R. L. Schroeder

Form E-46

West Portland Park & Ride

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

						ROUTE COSTS						Lot + Route Costs					
						B-1	B-2	B-3	F-1	F-2	F-3						
Site	Service	Capacity	Lot Cost	R/W Cost	Total Lot Cost	Barbur w/traffic	Barbur pref. lane	Barbur excl. lane	I-5 with traffic	I-5 pref. lane	I-5 excl. lane	B-1 + Lot	B-2 + Lot	B-3 + Lot	F-1 + Lot	F-2 + Lot	F-3 + Lot
A	A	300	4.75	1.25	6.00	—	1.5	3.6	—	1.5	9.6	6.0	7.5	9.6	6.0	7.5	15.6
A	B	300	3.85	1.25	5.10	—			—			5.1	6.6	8.7	5.1	6.6	14.7
A	C	300	2.55	1.25	3.8	—			—			3.8	5.3	7.4	3.8	5.3	12.4
A	A	400	6.25	1.25	7.5	—			—			7.5	9.0	11.1	7.5	9.0	17.1
A	B	400	4.35	1.25	5.6	—			—			5.6	7.1	9.2	5.6	7.1	15.2
A	C	400	4.15	1.25	5.4	—	1.5	3.6	—	1.5	9.6	5.4	6.9	9.0	5.4	6.9	15.0
D	A	300	4.16	0.54	4.7	—	1.7	3.8	—	1.7	10.0	4.7	6.4	8.5	4.7	6.4	14.7
D	B	300	3.26	0.54	3.8	—			—			3.8	5.5	7.6	3.8	5.5	13.8
D	C	300	2.36	0.54	2.9	—			—			2.9	4.6	6.7	2.9	4.6	12.9
D	A	400	6.16	0.54	6.7	—			—			6.7	8.4	10.3	6.7	8.4	16.3
D	B	400	4.66	0.54	5.2	—			—			5.2	6.9	9.0	5.2	6.9	15.2
D	C	400	3.86	0.54	4.4	—	1.7	3.8	—	1.7	10.0	4.4	6.1	8.2	4.4	6.1	14.4

SP*52586-734

8353

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 18, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-6(80)296
Pacific Highway-Capital Highway Section
Consultant Agreement with MS&M

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the additional information furnished in Mr. Schroeder's April 15 letter we now approve the Consultant Agreement with Martin, Soderstrom and Matteson, Architects. Our February 15 memorandum indicated that as the eligibility date for Federal participation in this work.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 22 '74
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
APR 23 1974
Office of
Assistant State Highway Engineer

Copies to Royer
Rothman
S-Koog
Folder
4-24-74

NOTED
R. L. SCHROEDER

April 15, 1974

460

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Martin, Soderstrom and Matteson
Consultant Agreement
10-41.EC2

Your letter of March 26 requested additional information regarding the proposed agreement between the State and the consulting firm of Martin, Soderstrom and Matteson, Architects, relative to the West Portland Park and Ride Bus Station Study. This letter is in response to your request.

Because of the lack of personnel and resources available within the state forces and the time element involved to complete this needed study, it was determined that it would be in the best interest of the State if a qualified consultant was hired to do the study.

The selection of the firm of Martin, Soderstrom and Matteson, Architects, was in accord with standard procedures as set forth in our "Statement of Procedures for the Selection of Consultants" dated November 7, 1973. The review by the Consultant Selection Committee found MSM to possess the necessary qualifications to perform the required work and they were thus selected.

A summary of compensation was attached to the proposed agreement and marked "Exhibit B". Page 3 of the agreement lists consultant hourly rates for various classifications of employees.

The consultant has also supplied us with an estimated number of hours expected to be worked by various employees as follows:

W. K. Martin	180 hours
J. L. Matteson	75 hours
Draftsman and Secretary	140 hours

With regard to the provisional rate of Payroll-Associated Direct Costs (13 percent) and Indirect Costs (86 percent), the consultant provided us with a detailed listing of items to be covered under those costs, but did not provide us with the estimated cost of each item listed. However, we have determined that the estimated percentages of costs are reasonable and are in line with direct and indirect costs associated with similar consulting services provided for the type of work to be performed. The provisional rates will be used until adjusted by audit to rates representative of the actual costs.

We find the compensation proposed by the consultant and contained in the agreement to be very reasonable in light of the critical nature of the study and the amount of work to be performed.

We recommend your approval of the proposed agreement.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
R. E. Royer
G. A. Potter
R. N. Bothman

WDA:ap: ajw

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300 - Salem OR 97308

DATE: March 26, 1974

In reply refer to: 10-41.EC2

SUBJECT: Oregon Project I-5-6(80)296
Pacific Highway - Capital Highway Section
Proposed Consultant Agreement with MS&M
(Mr. Schroeder's letter, 3-12-74)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

While the proposed agreement with Martin, Soderstrom and Matteson, Architects appears satisfactory as submitted with Mr. Schroeder's letter, none of the supporting information indicated in paragraph 4a of PPM 40-6 (Vol 6, Chapter 1, Section 2, Subsection 2 of the FA Hwy Program Manual) was furnished.

Although we have indicated a willingness to approve Federal participation in this effort, the required information must be furnished before approval of this agreement can be considered. This should include -

> A statement as to why a consultant must be utilized;
>
> Some assurance that the selection of the consultant was in accordance with your standard procedures, and that he has the necessary qualifications to perform the work requested; and,
>
> A detailed estimate of the cost, including a demonstration of the reasonableness of the compensation proposed.

NOTED
A. E. JOHNSON

G. L. Green

RECEIVED
STATE HWY ENGR
MAR 27 '74
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAR 28 1974
Office of
Assistant State Highway Engineer

Copy to Bothman
4-1-74

NOTED
R. L. SCHROEDER

[illegible]

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

yellow file copy

March 12, 1974

Martin, Soderstrom & Matteson
312 Northwest Tenth Avenue
Portland, Oregon 97209

MISC. CONTRACTS and
AGREEMENTS No. 49 F

Gentlemen:

Attached for your records is a fully executed copy of an agreement for consultant services for a West Portland Park and Ride Bus Station.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED
ROBERT E. ROYER

fkn

Att.
cc Robert Bothman (agree. att.)
Robert Royer (3 agrees. att.) ✓

RECEIVED
MAR 1 8 1974
PLANNING SECTION

March 12, 1974

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

MS&M Agreement
West Portland Park and Ride Study

We are submitting for your consideration a West Portland Park and Ride Bus Station Study between the State and Martin, Soderstrom, and Matteson, Architects.

The agreement provides for work to be done by the consultant to include schematic drawings or designs of two transit stations, an on-site circulation system, and parking lot designs.

Total cost of the work to be done will not exceed $10,000, of which $1,500 is to be a lump sum fee to cover profit. The hourly rates for employees and the provisional rates for payroll-associated costs and indirect costs are consistent with similar rates in the area. Consultant agrees to complete the work within two (2) months after notification that the contract has been approved by the Transportation Commission.

Your approval of this agreement is requested.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Attachment
bc F. B. Klaboe
A. E. Johnson
R. E. Royer
G. A. Potter
R. N. Bothman
WDA:ap: ajw

8353

B

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 15, 1974

SUBJECT: West Portland Park & Ride
Mr. Sandstrom Property
Owner 9590 S.W. Barbur
Telephone Call For Direct Contact

To: R. N. BOTHMAN
Metropolitan Engineer

Vern Butzer

FROM: VERN BUTZER
Park & Ride Coordinator

NOTED
E. S. HUNTER

I personally contacted Mr. Sandstrom of Red Carpet Realty this date to discuss with him his concern with the possible use of Lot B as a park and ride station.

He has a display model and architectural plans completed for a development of an office complex which falls very nearly in the center of Lot B. He also has a lease client coming from San Francisco this week to, he says, "Close the lease deal". His concern is that if he informs his client of the likelihood of the site being taken for the park and ride that he will lose his lessor.

The development is for a 16,000 sq. ft. building and approximately 30 parking spaces. The client has to move by January of 1975 and this will require construction to begin on the complex by June 1, 1974. I explained that the hearing was to be held in June and that I would pass his problem on but that the Highway Division was restricted by the EIS from pre-selecting a site at this time.

Hunter ✓
Boyd:
Project in center of
2nd Lot for West Portland
Park & Ride. Foundations for
second office building poured
on 1st Lot forcing us to
3 Story Parking Garage
for that alternative
and $ project.
Bothman.

pb

METROPOLITAN ENGINEER
1974

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APR 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8353 13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 27, 1974

In reply refer to: 10-41.6

SUBJECT: Oregon Project I-5-6(80)296
West Portland Park and Ride Stations

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Right of Way Engineer Boyd's letter of March 22, 1974 outlines the problems faced by the State Highway Division which result from private development of alternative sites proposed for Park and Ride stations. This problem occurs when vacant land is developed with expensive improvements shortly before the public hearing. Our understanding is that the State proposes to negotiate agreements with owners to withhold development, sale, or improvement of such properties until the public hearing has been held and a decision reached concerning a selected park and ride site. It is our understanding that the State does not intend to purchase such properties. The use of the procedure would be limited to park and ride stations. Federal funds would not participate in the cost of such agreements.

We have no objection to the State utilizing this procedure if equal consideration is given to all alternative sites that might be under consideration for the public hearing. Under no circumstances should the procedure appear to predetermine the park and ride site location before environmental, relocation, and public hearing requirements have been met. Negotiation of such agreements by the State would not commit FHWA to any particular site or location. After environmental, relocation, and public hearing requirements have been met and location approval has been granted Federal funds could participate in the acquisition and construction costs.

for G. L. Green

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STATE HWY ENGR
MAR 28 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc: [illegible] Boyd

Copies to Rulien Bothman
4-1-74

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MAR 29 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

NOTED
A. E. JOHNSON

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 22, 1974

G. L. Green, Division Engineer
Federal Highway Administration

Attention Vernon V. Cusack

NOTED
E. S. HUNTER

J. B. Boyd, Right of Way Engineer

Site Protection - West Portland Park and Ride

The problem of safeguarding the park and ride stations in Portland has become acute. The State Highway Division, with the participation of the Federal Highway Administration, has spent $170,000 in preliminary engineering studying sites and working with local government to obtain their concurrence at West Portland Park and Ride.

The State Highway Division has been thwarted twice in the area of the Capitol Highway Interchange on I-5 in that the sites have suddenly become developed with large improvements and therefore, due to this expense, are not feasible for park and ride locations.

The losses of dollars is obvious. If we work for one or two years bringing a project to fruition and suddenly, a very short while before the hearing is held, a private developer purchases the property and proceeds with a capital improvement, all the money spent to this point in time plus the valuable time that is lost in the process creates an untenable position for all parties concerned.

We believe that a solution to this problem must be found. The following is a procedure which the State intends to

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ASSISTANT STATE HIGHWAY ENGINEER

follow excepting the fact that the option rights cost would not be reimbursable. The process must in no way endanger the Federal Highway Administration participation in the acquisition costs and the construction costs. Our solution is as follows:

1. Estimate value of real property.

2. Negotiate for an agreement at a figure not to exceed one or two percent of the estimated value per year to hold development, sale, or improvements other than normal maintenance.

3. After the hearing, proceed with normal acquisition process.

We request your expeditious handling of this proposal and your concurrence of it.

JBB:JP
cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. E. Skoog
L. W. Rulien
M. R. Mitchell

8353

3/11/74
TC Comm Meeting

March 12, 1974

Martin, Soderstrom & Matteson
312 Northwest Tenth Avenue
Portland, Oregon 97209

MISC. CONTRACTS and
AGREEMENTS No. 4950

Gentlemen:

Attached for your records is a fully executed copy of an agreement for consultant services for a West Portland Park and Ride Bus Station.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fkm

Att.
cc Robert Bothman (agree. att.)
Robert Royer (3 agrees. att.)

DIRECTOR'S FILE
Park + Ride

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

METROPOLITAN ENGINEER
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FEB 19 1974
☐ ☐ ☐ ☐ ☐ ☐
ME AME AME MOE MOE MTE

DATE February 19, 1974

TO F. B. KLABOE
Administrator and State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer
Bothman

SUBJECT MT. HOOD PARK AND RIDE STATION

see attached memo from [illegible] Schmidt on [illegible] park and ride [illegible]

A parking lot and exclusive bus lanes for the Mt. Hood Park and Ride Station were designed in late 1972 and early 1973. A hearing was held in June 1973, obtaining testimony relative to the alternatives which have been developed.

I believe that at the request of the Mayor of Portland to the Governor's Task Force a decision was delayed pending the outcome of the Mt. Hood Freeway corridor.

Governors Task Force should Make the decsim on this

With the Federal Court ruling the Mt. Hood corridor invalid, do we still have a Mt. Hood Park and Ride site? The City, County and Tri-Met have requested that we pursue the Mt. Hood Park and Ride lot; however, I question if we now have a project without the Mt. Hood Freeway.

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FEB 20 '74
REFER TO

FOR
Info Inves R/D DIR Sign Act File

An alternative would be to combine the Mt. Hood Park and Ride Station with the Gateway Park and Ride, and from these two develop a station on the east side which would connect to and utilize the Banfield corridor.

good idea - Tri-Met has responsibility for Gateway - maybe they should plan, design and implement all east side transit systems - TASK FORCE DESISION

Another alternative would be to develop a park and ride station in the Mt. Hood corridor utilizing either Division or Powell to run buses to the central business district.

The question I have is whether the Highway Division is in a position to pursue a park and ride station in addition to the West Portland site due to the present limbo of the connection of I-80N to I-5.

Question - should DOT pursue implementation of Mt Hood transit system? Original DOT involvement was based on availability of Interstate Hwy Funds for implementation. It is doubtful if these funds are still available with the Mt Hood Fwy decision, If they aren't available is the state willing to spend state dollars on Mt Hood transit when consideration is given to other transit funding source now available? 110 million would be available from the transfer of Mt Hood Fwy dollars and maybe Tri-Met should use these funds or whatever for implementation of Mt Hood transit. I think we should incourage the Task Force to shift the responsibility to Tri-Met.

ar

cc R. L. Schroeder

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FEB 21 1974
OFFICE OF
DIRECTOR of TRANSPORTATION

Comments by Bruce 2-22-74

1353 13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 15, 1974

In reply refer to: 10-41-A

SUBJECT: Oregon Project I-5-6(80)296
West Side Park and Ride Station

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In accordance with your request this will confirm February 15, 1974, as the eligibility date for Federal-aid funding for architectural consultant work on the West Side Park & Ride station. The consultant work involves assistance in developing site development concept plans and is not expected to exceed $10,000. Any future Federal-aid funds participation in this work is dependent upon FHWA approval of an acceptable consultant agreement.

Vernon V. Cusack

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STATE HWY ENGR
FEB 20 '74
REFER TO
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | File

NOTED
R. L. SCHROEDER

NOTED
A. E. JOHNSON

Copy to [illegible] [illegible]
2-22-74

RECEIVED
FEB 21 1974
Office of
Assistant State Highway Engineer

Send copies to
Orig-Schroeder &
cy- [illegible] Patterson
2-21-74

LRW PDP 12 2/15/74 9:00 AM

TO F B KLABOE

PER TELEPHONE DISCUSSION HAVE REVIEWED FIVE FIRMS, SELECTED THE ONE WE FEEL BEST QUALIFIED AND REQUEST YOU OBTAIN APPROVAL FROM COMMISSIONER TO PROCEED WITH THE FOLLOWING LETTER AGREEMENT.

COST IS HIGHER THAN I ANTICIPATED BUT DO BELIEVE EFFORT NEEDED AT THIS TE TIME FROM FIR M SELECTED IN PLANNING AND DESIGNING. THIS FIRM PARK AND RIDE STATION FOR OREGON.

FIRM SELECTED WELL ESTABLISHED FIRM HAVING WON MANY LOCAL AND SEVERAL NATIONAL AWARDS IN THIS FIELD. PRINCIPALLY I WANT THEM TO TAKE THE LAYOUT WORK WE HAVE DONE AND GIVE TO US IDEAS TO IMPROVE OR ADD PIZ///XXX PIZAZ TO THISPARK AND RIDE CONCEPT.

WE ARE ON AN EXTREME TIGHT TIME SCHEDULE TRYING TO GET TO CONSTRUCTION IN 1975, REQUIRING A HEARING IN APRIL 1974. THIS MEANS HAVING AN EIS IN MARCH 1974. THEREFORE IF WE ARE TO PROCEED WITH CONSULTANT WE NEED TO DO SO TODAY.

MONEY TO BE SPENT IS WELL WORTH IT NOW AND FOR FINAL DESIGN.

SEE FOLLOWING LETTER AGREEMENT -
FEB 15

NOTED
A. E. JOHNSON

WILLARD MARTIN
MARTIN, SODERSTROM AND MATTESON
312 NW 10TH AVENUE
PORTLAND, OR 97005

THIS LETTER CONFIRMS OUR AGREEMENT TO RETAIN MARTIN, SOXXX SODERSTROM AND MATTESON TO PERFORM ARCHITECTURAL SERVICES FOR TE XXX THE OSHD ON THE WEST PORTLANDPARK AND RIDE PROJECT, AS PREVIOUSLY DISCUSSED THE FOLLOWIN AREAS OF CONCERN ARE TO BE ADDRESSED.

PROVIDING SCHEMATIC DESIGNS OF TRANSIT STATIONS WHICH ARE FUNCTIONAL YET ATTRACTIVE TO BOTH USERS AND NEIGHBORING BUSNESSES AND RESIDENTS. BESIDES TRANSPORTATION USES THE STATION SHOULD PROVIDE THE MINIMAL PUBLIC FACILITIES OF RESTROOMS AND COUPXXX COULD PROVIDE CONVENIENCE SERVICES IN THE FORM OF VENDING MACHINES OR SMALL SHOPS.

PROVIDING AN ON-SITE CIRCULATION SYSTEM WHICH PROVIDES A SMOOTH [illegible]XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX EXPRESS BUSES, LOCALBUSES, AUTOMOBILES, PEDESTRIANS AND BICYCLISTS.

PROVIDING A SENSE OF HUMAN SCALE TO A 600 PLUS CAR PARKING LOT - BOTH LOTS A AND D. SUGGEST A CONCEPTURXXX CONCEPTUAL LANDSCAPING OR LAYOUT SCHEME WHICH WILL MINIMIZE THE VISUAL IMPACT OF THE FACILITY ON USERS AND NEIGHBORING LAND USES.

THE FOLLOWING ITEMS SHALL CONSTITUTE THE FINAL PRODUCTS OF YOUR WORK AND BE TURNED OVER TO THE HIGHWAY DIVISION PRIOR TO COMPLETION OF THIS AGREEMENT.

- 3 PLANS - 2 SITES
- 5 SECTIONS
- 4 PERSPECTIVES
- 10 ROUGH STUDY PERSPECTIVES
- STUDY MODEL - 2 SITES
- SLIDES

TOTAL COSTS OF CONSULTING SERVICES TO THE HIGHWAY DIVISION SHALL NOT EXCEED $10,000. WORK PERFORMED WILL BE BASED UPON THE FOLLOWING HOURLY RATES

PRINCIPLE - $35/HR
PRINCIPLE - $26/ HR
PRINCIPLE - $23/HR
OB CAPTAIN - $21/HR

NOTED
A. E. JOHNSON

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FEB 15

NOTED
A. E. JOHNSON

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MARTIN, SODERSTROM AND MATTESON
312 NW 10TH AVENUE
PORTLAND, OR 97005

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PRINCIPLE - $35/HR
PRINCIPLE - $26/ HR
PRINCIPLE - $23/HR
JOB CAPTAIN - $21/HR
DRAFTSMAN - $16/HR

NOTED
A. E. JOHNSON

THIS AGREEMENT SHALL BECOME EFFECTIVE FEBRUARY 15, 1974 AND TERMINATED MARCH 22, 1074.

R N BOTHMAN ←
METRO ENG
AR

118-[illegible]

[illegible] 2-21-74

[illegible] PROVISIONS IN THIS [illegible] WITH FHWA PPM 20-11.

V.E. Strong [illegible] 2/19/74

8355

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE January 30, 1974

TO MEMO TO THE FILE

ORIGINAL SIGNED BY R. N. BOTHMAN

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT WEST PORTLAND PARK AND RIDE

Some current comments on West Portland Park and Ride:

1. We need to expedite the design or layout of the two alternative parking sites and a design for these two parking lots to accommodate exclusive lanes, either from Barbur or from I-5.

2. We need to provide additional studies to zero in on one alternative for Barbur and one alternative for I-5. These will provide exclusive lanes from the lot to the downtown transit mall. We need to determine how we're going to handle the exclusive lanes at both ends, i.e. from the West Marquam to the transit mall as well as the connections from either Barbur or the freeway to either of the two lot sites.

3. We should make provision for the person riding and parking a car and taking the bus express to the transit mall, for the person dropping off a rider, and for collector buses coming from the area to be served by the park and ride (either passing through the lot, then to the express bus lanes, or transferring passengers at the lot to an express bus and then returning to the feeder bus route).

4. I suggest a survey to determine existing auto and bus traffic between the parking lot sites, the transit mall and Portland Community College (Sylvania) re providing service to the college. For the sake of our park and ride program, I believe the express system should be terminated at the parking lot. There are alternatives: continuing one of the express buses as a feeder bus to the college or providing an actual feeder bus from the college to the parking lot, but both of these must be determined on a basis of the need, both current and projected.

5. A ~~vehicle~~ people access should be considered ~~from the lot~~ across the freeway to provide access for pedestrians if it can be justified as an asset to the project. A bicycle path would come across the freeway, across the Barbur lot, then into the old Marquam School area. It may be part of the existing City plan; it could be addressed as a solution if it is found necessary to provide for movement of pedestrians in and around the lot.

Original to Potter
2-5-74

NOTED
R. L. SCHROEDER

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Office of
Assistant State Highway Engineer

6. I think we should proceed with the preliminary design as far as we can in an effort to expedite final design after the hearing in April.

7. I would like to see a rough architectural sketch, perhaps borrowing an idea from other transfer-type bus stations which might be available from Tri-Met.

8. An all out effort should be made to get a response from various City agencies, including the City Engineer, City Traffic Engineer and the City Planning Bureau, from Tri-Met and from the neighborhood re design and movement which would satisfy them so that we can consider their feelings in coming up with our final layout for the parking lot.

9. The idea of the above is to get as many people involved at this point as possible so that nothing comes up as a surprise when we do present the final layout.

10. I continue to think we need to explore and develop the two exclusive lane proposals. The concepts which we have developed need to be put on paper so that we can determine their feasibility.

11. Attached are comments from Ed Wagner as to possibilities for a graphics man to give us some renditions on appearance of the exclusive lanes and transit station and how the lot would function. I would like to see this pursued, graphic representations being roughly sketched out.

12. The attached West Portland Park and Ride schedule attempts to cover the EIS. I think it should also provide for design of the lot. The informational sessions and the actual hearing should be refined to include such items as the presentation of public notices on the EIS, notices on the hearing, scheduling of the van for the informational sessions, points where public relations work should be introduced (we could use some of the graphics in this P.R. program, and meetings. It might be a good time to schedule a general meeting to present our progress to the entire Jackson community. Also, we probably should try to get to the Lions Club meeting on Barbur at the old Three Star as another shot at the business community who at this point have not shown very much interest.

ar

Attachments

cc R. L. Schroeder
G. L. Sund

METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4314 SE 17TH AVENUE
PORTLAND, OREGON 97202
(503) 233-8373

METROPOLITAN ENGINEER
RECEIVED
JAN 16 1974
☐ ME ☐ AME ☐ AME ☐ MCE ☐ MDE ☐ MTE

Mr. Robert Bothman, Metro. Engineer
Oregon State Highway Division
Metro Section/5821 N. E. Glisan
Portland, Oregon 97213

Dear Bob:

At the Park-and-Ride meeting of Tuesday, January 8, we discussed the use of architectural renderings in illustrating the concepts of Suburban Transit Stations and Exclusive Transit Corridors for the Greater Portland Metropolitan Area.

I would recommend the following consultants as prime canidates for the development of such renderings.

1. Will Martin and Associates, 312 N. W. 10th, Portland. Will Martin is an excellent architectural designer, resource, and sketch artist. Mayor Goldschmidt used his firm to illustrate the Meier and Frank parking lot proposals to the Federal Government.

2. Fisher and Wallin, 200 N. State, Lake Oswego. Ken Wallin of the firm is excellent at rendering and has been responsible for many key inspirational sketches. His best media is pen and ink and water colors and provides good architectural design.

3. Robert Thomas, as graphics man for the Portland City Planning Commission. His specialty is felt-tip pen renderings, people sketches, etc. He is not strong with regard to architectural design.

4. Evenson, Lundgren, Larson, Architects, 510 N. W. 3rd. Avenue, Portland. An excellent architectural rendering and design firm.

5. Farr-Biggerstaff, Jackson Tower, Portland. A small architectural firm fully capable of good architectural design.

I hope this list gives you a start. If you have any further questions, do ~~not~~ hesitate to contact me.

Very turly yours,

Edward F. Wagner
Director of Planning & Research

EFW/dh

8353 15

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE November 20, 1973

TO MEMO TO THE FILE

FROM D. E. SWAN
Assistant Metropolitan Engineer

SUBJECT WEST PORTLAND PARK AND RIDE
PARK AND RIDE COORDINATING COMMITTEE

Prior to the regular November 20, 1973 meeting of the subject committee, a design team for the West Portland Park and Ride project met in City Hall. The team is composed of Mark Bovee, Ken Limbocker, Jeff Zinn, Dick Speer, Ed Wagner and the writer. The project development was discussed. Jeff Zinn advised his current position and indicated that the probable publication date for the draft Environmental Impact Statement on this project would be March of 1974.

Several items are needed in the development of the EIS. Metropolitan Section will provide design mapping on the lot accesses and on accesses to the Mall. They will develop cost estimates for this construction. They will develop a list of design concepts for the lots concerning bikeways, waiting areas, pedestrian walkways and landscaping.

The Planning Section will develop travel time within the lots and information concerning the service areas for the lots by pedestrians, feeder buses, drive-in patrons, etc. They will develop traffic projections for 1973,-75,-77 and -93.

The City Traffic Engineer's office will provide traffic data for Barbur Blvd. Tri-Met representative Ed Wagner will provide data for the bus feeder system, ridership estimates, express bus numbers, etc.

The next meeting of this team will be on December 4, just prior to the Coordinating Committee Meeting. At that time the air and noise requirements should be determined and a better estimate of the approximate completion of the EIS.

The main topic of the Coordinating Committee concerned the interpretation of the 1973 Federal Highway Act and how it relates to Portland's transit options.

Copy to Byard
11-27-73

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Assistant State Highway Engineer

ar

cc M. Bovee, K.D. Limbocker, J. Zinn, Dick Speer, Ed Wagner

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PLANNING SECTION

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 9, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

Mark Bovee

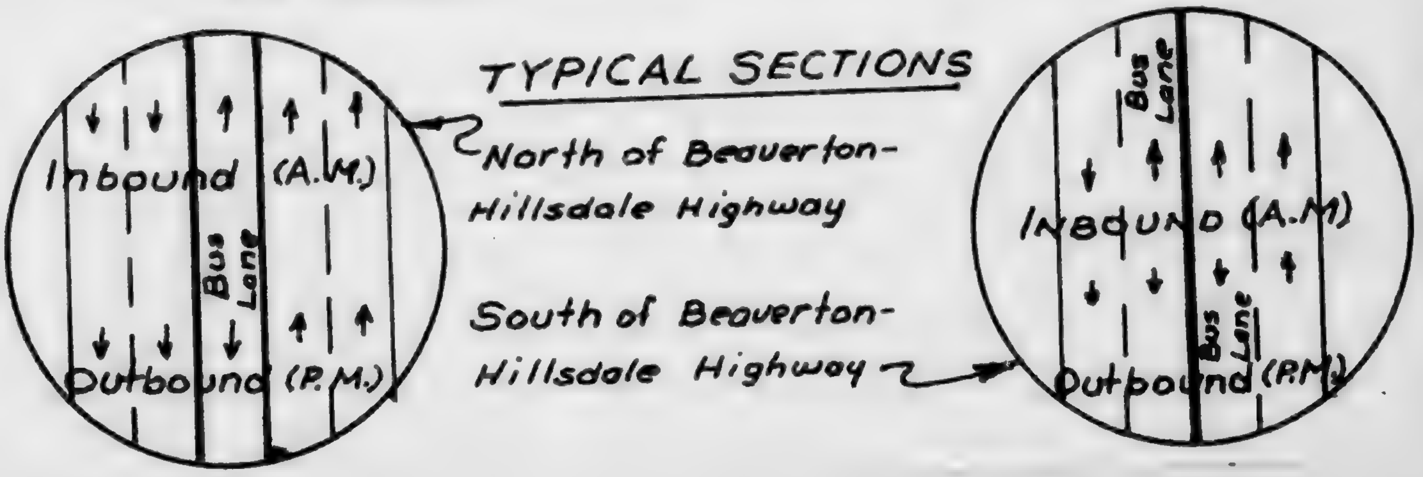
FROM Mark Bovee
Transportation Studies Engineer

SUBJECT Park and Ride Coordinating Committee Meeting November 6, 1973

On November 6, I attended the Park and Ride Coordinating Committee Meeting in Portland.

The Committee spent most of the meeting discussing the alternatives for operating buses between the West Portland Park and Ride lot and downtown Portland. The Committee reached agreement on five alternatives to be given detailed treatment in the Environmental Impact Statement. The alternatives are:

1. Barbur Boulevard with exclusive bus lanes. See Sketches.



2. I-5 with exclusive median lane for buses in peak direction.

3. I-5 with exclusive median lane for buses in off peak direction. (Contra-slow in off peak lanes.)

4. I-5 with two exclusive center lanes for buses and two lanes on either side for other traffic. (2-2-2 system)

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Office of
Assistant State Highway Engineer

5. Combined Barbur Boulevard - I-5 between Capitol Highway and Spring Garden Road. Buses would travel inbound on Barbur Boulevard to Spring Garden Road and then enter I-5. Outbound buses would use I-5 all the way to Capitol Highway. Bus travel on I-5 would be according to alternates 2, 3, or 4 above.

In addition to these alternatives, the Committee agreed that buses operating in mixed traffic should be considered as an interim measure on either I-5 or Barbur Boulevard. The EIS will address the mixed traffic alternative in detail. The EIS will also discuss in broad terms the other four alternatives that were eliminated from serious consideration.

Jeff Zinn of the Environmental Section briefed the Committee on the major work elements he will undertake in the EIS.

Buzz Swan requested the formation of a technical committee to meet bi-weekly to discuss progress on the EIS. Individuals from Tri-Met, the City of Portland, and the Highway Division will be on the committee.

Mark Bovee
jm

MB:jm
cc: R. N. Bothman
L. W. Rulien
Don Byard
Don Harwell
Buzz Swan
Jeff Zinn
Denny Moore, DOT

Copies to Klaboe
Hunter
11-14-73

8353

WEST PORTLAND PARK AND RIDE SYSTEM

The most popular low cost urban transportation alternative during the last few years has been the concept of park and ride systems. This concept is being tried in several cities and is proving to be effective. Its effectiveness is not being measured by the elimination of congestion in highway corridors because this is not happening. The effectiveness can only be measured by the provision of a good alternative to absorb the growth in corridor travel. This is what has happened in areas where park and ride systems are being tried.

In Portland, the Department of Transportation is working towards implementation of a park and ride system in the I-5, Barbur Boulevard Corridor. This system is known as the West Portland Park and Ride System and is in the planning and engineering stages of development.

Planning began on this system last spring and hopefully we can hold a public hearing for the project early next year.

When planning began, the effort was put into two elements of the park and ride concept. One element was the study of alternate locations for a parking lot in the vicinity of Jackson High School where I-5 intersects Capitol Highway. The second element was the study of alternative ways of running buses from the parking lot to downtown Portland.

The process used in locating parking lot sites and designating bus lanes involves several agencies. The following outlines the process used.

1. DOT requested that the City of Portland, Multnomah County, Washington County, Clackamas County, Tri-Met and CRAG provide a map showing their thoughts of possible alternate locations for a park and ride lot. (May 1973).

2. With this input, DOT took each lot proposal and studied the feasibility and cost of each location. (June to present).

3. DOT and the City of Portland worked together to organize a process for involving citizens in the parking lot selection process. (July, 1973).

4. The citizens organized as the Jackson Community Association. (July, 1973).

5. The leader of the association and DOT prepared a mailout to all residents in the Jackson Community. The mailout was a questionnaire asking opinions from the people on the concept of park and ride. The mailout also included an invitation to attend an informational meeting with representatives from the public agencies. (August, 1973).

6. The result of the mailout and informational meeting was significant public interest in what we were doing on park and ride. (August, 1973).

   A contact committee of six to ten citizens was formed to meet weekly with DOT until the final decisions were made on West Portland Park and Ride. (August, 1973).

7. Since August, the citizens have contributed ideas for alternate lot locations and lane assignments for buses. They have reviewed and commented on every alternative that has been studied.

8. An effort has also been made to organize a businessmans contact committee to input into the park and ride process. All businesses in the area were sent questionnaires and an effort has been made to get service clubs involved. There has been little interest, however, but they have been contacted.

9. Up until now, there have been 12 ~~about ten~~ alternate parking lots looked at and 13 ~~eleven~~ alternatives for bus lanes on either Barbur Boulevard or I-5.

10. Current effort is being put into narrowing the number of alternatives down to three or four for detailed analysis in the environmental impact statement.

    a. The citizens have already made their choice of alternatives.
    b. All interested agencies will make their choice in the next couple of weeks.

c. DOT will make the final choice of alternatives for inclusion in the Environmental Impact Statement.

11. Work on the EIS is now underway and should be completed in a couple of months.

12. A Public Hearing will be held in early 1974.

13. Project completion will depend on the alternatives selected. Early 1975 would be a reasonable estimate.

Other Facts

1. Cost to DOT through September for planning and engineering on West Portland System - $100,000.

2. System proposal is based on recommendation in the DeLeuw, Cather 1990 Public Transportation Plan. (Report recommended an 800-car parking lot).

3. System proposal is one of seven park and ride systems included in Tri-Met's proposal to increase bus ridership to downtown Portland by 50 percent in the next few years.

4. Cost of parking lot alternatives run from about $300,000 to $1,000,000.

5. DEQ has been involved in the West Portland process throughout.

6. Bus lane alternatives considered are the following:

   a. I-5 Freeway

      (1) Do nothing. Let buses run in mixed traffic.
      (2) Ramp metering. Meter cars, but allow free-flow for buses using northbound on-ramp at Capitol Highway. Mixed traffic on I-5.
      (3) Exclusive bus ramps (or with car pools) at Capitol Highway Interchange.
      (4) Reversible exclusive bus lanes. Break median and allow buses to use one off-peak lane.
      (5) Add reversible seventh lane for buses by widening or using median.
      (6) Designate exclusive lane for buses and car pools in peak direction.

b. Barbur Boulevard

(1) Do nothing. Let buses run in mixed traffic.
(2) Improve bus flow through existing delay points by better channelization, signalization, et cetera. Buses would operate in mixed traffic for most of route.
(3) Exclusive bus lane entire length with four lanes for other traffic.
(4) Reversible bus lane entire length. Three lanes peak direction, one lane off-peak direction.
(5) Reversible bus lane south of Beaverton-Hillsdale Highway and exclusive bus lane north of Beaverton-Hillsdale Highway.

THE WEST PORTLAND PARK AND RIDE PROJECT:

A STUDY OF COMMUNITY REACTION

by
The Environmental Section

in cooperation with
The Jackson Community Association
and
The Public Affairs Section and
The Metropolitan Section,
Oregon State Highway Division

October 10, 1973

THE WEST PORTLAND PARK AND RIDE PROJECT:
A STUDY OF COMMUNITY REACTION

A study carried out by the Environmental Section of the Oregon State Highway Division indicates there is strong community support for a Park and Ride Project to be located near the junction of S.W. Barbur Boulevard and Capitol Highway. The study also indicates the project would increase bus ridership 150%.

In July, 1973, the Jackson Community Association and representatives of the Metropolitan and Public Affairs Sections of the Oregon State Highway Division agreed to publicize and promote discussion of the West Portland Park and Ride Project, in the Jackson community area (the attendance area of Jackson High School). The Environmental Section was requested to study community attitudes toward the project. A mailer containing a questionnaire and project orientation materials was prepared in cooperation with David Swehla, President, and Mrs. Sylvia White, Secretary, of the Association. The questionnaire was printed on one side of an 8-1/2 X 11 page, with a return mailing address and prepaid postage printed on the other side.

The questionnaire was organized around six major groups of items which sought information on:

(1) The opinion of respondents on six stated goals of the Park and Ride Project.

(2) The opinion of respondents on the Park and Ride Plan described in the letter.

(3) How principal wage earners would get to the Park and Ride Station if he or she used the proposed service.

(4) Where the principal wage earners worked.

(5) How the principal wage earners usually get to work.

(6) Some characteristics of the household unit, including how long the family had lived there, and ownership status. These data were requested so that the respondents could be compared with the total population of the area by statistical methods.

Early in August the questionnaire and orientation materials were mailed to approximately 4,000 home addresses in the western part of postal zone 97219, which corresponds closely to the Jackson community area. In addition, approximately 500 copies of the mailing were hand delivered to business locations along S.W. Capitol Highway and S.W. Barbur Boulevard, in order to include the business segment of the community in this study. Six hundred and eleven questionnaires, approximately 15 percent, were returned by September 10. Subsequently, the responses to the questionnaires were coded and processed by electronic data processing equipment.

Summary of Findings

The respondents gave strong support to the six goals of the Park and Ride project listed. Over 95 percent thought it was important "to reduce air pollution and traffic congestion on major travel routes", "to reduce air pollution and traffic in the downtown area", and "for people to have an attractive alternative to the automobile as a means of getting to work". Somewhat less importance was attached to shifting "parking from downtown to suburban locations", "reducing the strain on people who drive to work", and helping "those who drive to work save money". Support for these three items ranged from 87.7 down to 82.2 percent (see Table 1).

The smallest amount of support (82.2 percent) was for the goal of helping those who drive to work save money. Only 8.7 percent of the respondents indicated "No" on the questionnaire; another 9.2 percent did not respond to this item. In effect those who did not respond were counted with those who gave a negative response. If those who did not respond were statistically distributed between the yes and no answers, it would be possible to maintain the position that approximately 90 percent supported this goal of the Park and Ride project.

The people were asked to comment "concerning the Park and Ride Plan described in the accompanying documents." Accordingly 172 (28.2 percent) thought they "would use it regularly". Three hundred and ninety-two said they would not use the Park and Ride facility regularly. Of this number, 339 (55.5 percent of the sample) indicated they would not be able to use it because they "do not work in the downtown business area".

The "proposed location" (near the Barbur Blvd.-I5 interchange) was approved by 520 respondents (85.1 percent). When asked if they "would approve a plan whether they used it or not", 565 (92.5 percent) responded "Yes". On the other hand, 453 people (74.1 percent) said they would not "oppose the whole plan". There was a large number of people who did not respond to the latter question (143 or 23.4 percent).

The respondents also were provided with an opportunity to suggest alternate sites for the Park and Ride station. They were asked to respond to the item "The idea is good, but the Park and Ride Station should be located at a different place, near __________." Fewer than 20 respondents took advantage of the opportunity to suggest an alternate site. Several of the suggestions seem to reflect the desire to have the station nearer one's home. However, four people suggested a location closer to Tigard and two proposed it should be at or near the junction of I-5 and Highway 217 (the Tigard-Beaverton cutoff).

Possible use of the parking facilities at the Park and Ride Station is indicated by 267 respondents (43.7 percent) who indicated that if they used the proposed service the principle wage earner would drive and park the car. An additional 55 (9.0 percent) indicated that they would be driven to the station but the car would not be parked. These data are somewhat difficult to interpret because 116 respondents (19.0 percent) indicated more than one answer.

Data was requested concerning where the principal wage earners work. Only 28.8 percent indicated "downtown Portland." However, another 30 percent worked in other areas of Portland (as indicated in Table 4).

Respondents indicated that 78.4 percent drive to work in a private auto, with an additional 9.0 percent riding as passengers. Seventy-one people (11.6 percent) indicated that they took the bus to work.

The closing items in the questionnaire asked for information about the age of members of the household, how long they had lived in their present dwelling unit, and if they owned or rented their dwelling unit. These data are presented in Tables 5-9, but are not discussed for reasons given below. (See section "Confidence in the Data")

In addition to the statistical data discussed above and reproduced in Tables 1 thru 9 in the Appendix, there were 85 written comments on the questionnaires received. Of the 85, 12 expressed enthusiastic support for the project; the balance suggested either modifications or explanations of their ability or inability to use the proposed system. One of the strongest supporters commented, "I bought here 30 years ago to avoid downtown air pollution. Used the bus 90 percent of the time even when working on [the] eastside. [I'm] strong for mass transit."

The largest number of comments (39) were concerned with the inability of a bus system to provide service effectively for the vast variety of rider situations. These include unusual working hours, difficult connections to working areas other than downtown, walking distance from the downtown station to other downtown destinations (particularly Portland State University), lack of a collector system such as a shuttle bus from various neighborhoods to the main station for those without cars, and difficulty of bus use by handicapped and elderly people. One rider who works from 7:45 a.m. to 4:15 p.m. comments "Current scheduling would get me home between 5:45 and 6 p.m. Car does it at 4:30; results - not a bus rider!" (0514) Others make use of the automobile during the day; for example, business trips or carrying working equipment in their car.

Six respondents were concerned with the amenities of the parking area itself. One person comments "We don't want a lot of parking lots in the suburbs either." (0540) Other comments were concerned with the location, the possibility of combining an open-space area and the parking lot, and a suggestion that the solution is "A six-story parking building or whatever it takes." (0151)

Nine respondents preferred the present system because it is personally convenient to them and the proposed system might lessen their opportunity to use the bus. Retirees in particular objected to a plan that would mean greater walking distances. "I am a retiree. There are many of my kind here and dependent on bus service. I am all for this but hope it does not change our present pickup system." (0529) Seven respondents expressed concern about financing and overall goals. One merchant said, "I specifically object to having to pay Tri-Met taxes for my business that has no need for using buses when many firms and employees who work downtown and do use the buses are exempted from paying this tax." (0518) Some who would still use cars if the bus lines were improved had a concern that their ability to do so would be adversely affected by reducing highway access and reduced parking. Alternatives such as improving cars so they polluted less and restricting truck use in the CBD to the night-time were offered. In general, the comments do not reflect opposition to the Park and Ride program but indicate some confusion about the purposes and effects of the proposed system. Some transit users, and particularly retired people, are concerned that their present service might be reduced. There was also concern about who would benefit from the project and who would finance it.

Conclusions

From the data presented above it may be concluded that there is strong support (not less than 82.2 percent) among the respondents for the stated goals of the Park and Ride project.

Although a majority (64.2 percent) of the respondents indicated they would not use the Park and Ride facility, this lack of support can be explained largely by the fact that 55.5 percent of the respondents will not be able to use it because they do not work downtown. The fact that nearly two-thirds of the respondents would not use the facility thus cannot be interpreted as opposition to the plan.

Strong support for the proposed location of the facility is also indicated by the data (85.1 percent).

Strong support for the plan is evident by the majority (92.5 percent) which indicates approval of the plan, whether they would use it or not. Similarly support for the plan by the majority is evident by the fact that only 2.5 percent indicate they would oppose the plan.

From the data it may also be concluded there is a possibility bus ridership could increase significantly if the facility were operating. Only 71 (11.6 percent) respondents indicated the principal wage earner now usually rides the bus to get to work. In contrast, 172 respondents (28.2 percent) indicated they would use the proposed facility regularly. This increase would be about 150 percent.

Confidence in the Data

As indicated above, census-like data were gathered as part of the study in order to determine if the sample was similar to the population of the area covered by the mailed questionnaires. The postal area covered (the western part of postal zone 97219) is quite similar to the area covered by the parts of census tracts 64 and 65.01 within the city limits of Portland. When study data were compared with the census data, the age pattern of female adults, the length of residence, and the own/rent dichotomy were quite similar. However, the sample had nearly twice as many men in the 45-59 age category. Also, 11 percent of the respondents indicated the principal wage earners rode the bus to work, but the census data indicate only 2 percent of the population do so. (It would seem bus riders were more interested in the study than non-bus riders.) These differences were so great it is not possible to hold (at the 95 percent level of confidence) that the sample is not different from the total population of the area. (See Vernon and Davies, A Rapid Method for Determining the Significance of the Difference Between Two Percentages, Washington Agricultural Experiment Stations, Circular 151, July, 1962, Washington State University, Pullman, Washington)

Although it is not possible to relate sample data directly to the whole population, it is possible to determine a minimum and maximum value for a given item which can be expected (with 95 percent confidence) from the total population. These "confidence intervals" (Murray Spiegel, Theory and Problems of Statistics, New York, McGraw Hill Book Company, 1961, p. 162) were determined for the item "Do you believe it is important to help those who drive to work save money?" The item was selected because the value indicated (82.2 percent "Yes") was the lowest value of support for any goal of the Park and Ride project. The test indicated that not less than 78.9 percent of the total population would support this goal, and perhaps as many as 85.9 percent would support it. These values can be held with a 95 percent level of confidence.

From a negative point of view, 15 respondents (2.5 percent) indicated they would oppose the whole plan. Calculation of confidence intervals on this item indicate that not more than 3.7 percent of the population will oppose the plan and this value can be expected with a 95 percent level of confidence.

Appendices

1. Questionnaire
2. Tables 1-9
3. Comments

JACKSON COMMUNITY ASSOCIATION
Park and Ride Project Study

Dear Fellow Citizen:

This questionnaire gives you an opportunity to participate in a decision-making process with long-range implications for our community. Because it is so important, we urge you to answer each question carefully, then fold and mail it as soon as possible. Thank you.

JACKSON COMMUNITY ASSOCIATION
Dave Swehla, President

First, we would like your opinion on the goals of the Park and Ride Project.

1. Do you believe it is important:

	Yes	No
a. For people to have an attractive alternative to the automobile as a means of getting to work:	____	____
b. To reduce air pollution and traffic congestion on major travel routes?	____	____
c. To reduce air pollution and traffic in the downtown area?	____	____
d. To reduce the strain on people who drive to work?	____	____
e. To help those who drive to work save money?	____	____
f. To shift parking from downtown to suburban locations?	____	____

2. Concerning the Park and Ride Plan described in the accompanying documents, do you think:

	Yes	No
a. You would use it regularly?	____	____
b. You will not be able to use it because you do not work in the downtown business area?	____	____
c. The proposed location is satisfactory?	____	____
d. You would approve the plan, whether you use it or not?	____	____
e. You oppose the whole plan?	____	____

f. The idea is good, but the Park and Ride Station should be located at a different place, near______________________________

3. If the principal wage earner used the proposed service, how would he or she get to the Park and Ride Station?

Be driven, car not parked______ Walk_______ Drive and park car_______

Bicycle______ Other (specify)______

Next two items about work.

4. It would help if we knew where the principal wage earners work.

Immediate neighborhood__________	Lake Oswego________________
Downtown Portland____________	Tigard________________
Portland SE________________	Beaverton________________
Portland NE________________	Other (specify)______________
Portland NW________________	

5. How do the principal wage earners usually get to work?

Private auto: driver__________	Bus________________
Private auto: passenger________	Walk________________
Bicycle________________	Other (specify)______________

Lastly, for statistical purposes a bit of information about your household.

6. What is the age of the male head of household? ______

female head of household? ______

What are the ages of any male children?_____ Any female children? _____

7. How long have you lived in your present dwelling unit? _____

8. Do you own or rent your dwelling unit?

Own (include buying) _____ Rent_____

TABLE 1

Opinion of Respondents on the Goals of the Park and Ride Project

Question: Do you believe it is important:	No Response No.	%	Yes No.	%	No No.	%
For people to have an attractive alternative to the automobile as a means of getting to work?	16	2.6	585	95.7	10	1.6
To reduce air pollution and traffic congestion on major travel routes?	17	2.8	587	96.1	7	1.2
To reduce air pollution and traffic in the downtown area?	20	3.3	584	95.6	7	1.2
To reduce the strain on people who drive to work?	47	7.7	508	83.1	56	9.2
To help those who drive to work save money?	56	9.2	502	82.2	53	8.7
To shift parking from downtown to suburban locations?	46	7.5	536	87.7	29	4.8

TABLE 2

Opinion of Respondents on the W. Portland Park and Ride Plan

Question: Concerning the Park and Ride Plan described in the accompanying documents. Do you think:	No Response No.	No Response %	Yes No.	Yes %	No No.	No %
You would use it regularly?	47	7.7	172	28.2	392	64.2
You would not be able to use it because you do not work in the downtown business area?	105	17.2	339	55.5	167	27.3
The proposed location is satisfactory?	63	10.3	520	85.1	28	4.6
You would approve the plan, whether you use it or not?	31	5.1	565	92.5	15	2.5
You oppose the whole plan?	143	23.4	15	2.5	453	74.1

TABLE 3

Responses to the Question- "If the principal wage earner used the proposed service, how would he or she get to the Park and Ride Station?"

	No.	%
No Response	106	17.4
More than one response	116	19.0
Be driven, car not parked	55	9.0
Walk	45	7.4
Drive and park car	267	43.7
Bicycle	10	1.6
Other	12	2.0

TABLE 4

Where principal wage earners work.

	No.	%
Immediate neighborhood	62	10.2
Downtown Portland	182	29.8
Portland SE	64	10.5
Portland NE	63	10.3
Portland NW	66	10.1
Lake Oswego	16	2.6
Tigard	34	5.6
Beaverton	48	7.9
Other	131	21.4

TABLE 5

Responses to the Question-
"How do the principal wage earners usually get to work?"

	No.	%
Private Auto: Driver	479	78.4
Private Auto: Passenger	55	9.0
Bicycle	10	1.6
Bus	71	11.6
Walk	10	1.6
Other	19	3.1

TABLE 6

Age of Adult Head of Household*

Age	Male		Female	
	No.	%	No.	%
20-24	29	5.6	44	8.4
25-44	216	41.8	230	43.7
45-59	190	36.8	189	35.9
60-64	42	8.1	30	5.7
65+	40	7.7	33	6.3
Total	517	100.0	526	100.0

*Twelve households reported no age for either male or female head of household.

TABLE 7

Number of Children Reported

No. of Children	Male No.	%	Female No.	%
0	370	60.6	377	61.7
1	143	23.4	155	25.4
2	71	11.6	56	9.2
3	23	3.8	17	2.8
4 or more	4	0.7	6	1.0
Total	611	100.1	611	100.0

TABLE 8

Response to the Question-
"How long have you lived in your present dwelling unit?"

No. of Years	No.	%
Less than 3	174	28.5
3-4	71	11.6
5-9	128	21.0
10 or more	238	39.0

TABLE 9

Response to the Question-
"Do you own or rent your dwelling unit?"

	No.	%
No Response	6	1.0
Own (Include Buying)	517	84.6
Rent	88	14.4
Total	611	100.0

COMMENTS EXTRACTED FROM QUESTIONNAIRE

JACKSON COMMUNITY PARK AND RIDE PROJECT STUDY

Respondent No.	Comments
0487	I bought here thirty years ago to avoid downtown air pollution. Used bus 90% of the time even when working on the eastside. I am strong for mass transit.
0362	Recently retired - but would use the park and ride for all shopping and business downtown if available!
0583	We would use this proposed system frequently to go downtown. Because of the parking problem we seldom go now.
0532	I would use this especially during summer - in school year I work from 9 til 2 and need to be home by 2:30 - so far the buses don't run so I can manage as I have to walk 10-12 blocks after getting downtown but it is a great idea and our family is behind it.
0287	This is just what we need. It would solve many problems.
0249	Congratulations on your efforts. Surely hope the plan works out and is successful.
0190	I will use this when I can - think it is a great idea and very much support it.
0088	Sounds like you are on the right track! Sorry we hadn't opened our mail sooner, to have been able to attend the meeting. Good luck - sounds great.
0078	This sounds very good. I am 79 years. Live on Capitol Highway. Have good bus service.
0600	You have selected a good location.
0438	Abolish all day downtown parking, make available more short time parking, 80 percent of all daytime downtown traffic is people looking for a parking space (abolish all downtown parking and you will abolish all downtown business).
0492	A limit should be set on the number of passengers per car allowed to park. Otherwise you are only extending the pollution to the suburban areas.
0530	Take the trucks out of downtown Portland from 7 a.m. to 10 p.m. Open truck zones to parking during day - I haven't been downtown for at least two years as it took two gallons of gas to find a place to park.

0431 I believe the pollution factor would be greatly reduced if trucks and fuel buses omitted from core area and more supervision of gas spilling automobiles. Also keep Portland State vehicles and squealing cars out of core area. If you expect the pollution from buses running bumper-to-bumper with motors revving up continuously you will find they are polluting more than cars driving only seven or eight blocks in the downtown area.

0453 Begin now to use funds for construction of monorail or other viable alternative instead of constructing further freeways. Tube systems perhaps? Or at least check into steam-or electrical (or ?) and buses.

0536 This proposed system would not fit my needs because I use my car as part of my work and travel from account-to-account and I would be very much against any proposition which would limit my use of or access to any roads or freeways which my gasoline taxes have helped to build and finance. Rapid mass transit is good for the office and factory eight-to-five people but not for everyone.

0181 Do not want tax property removed from present to untaxed land. Also objected to personal data. None of your business.

0089 Bus service would help those working downtown only.

0377 I wonder if it is right to expect merchants in this area and other suburban areas, to support transportation to bus people out of this area, where they will patronize other merchants? Many people would like direct transportation to Lloyd Center. I almost never go downtown to shop.

0274 Tri-met needs drastic overhaul. Too many buses running around empty. Tax exempt companies such as insurance companies. In theory Tri-met is OK but in fact they operate wrong. Too top-heavy in administrative overhead.

0518 I specifically object to having to pay Tri-met taxes for my business that has no need for using buses when many firms have employees who work downtown and do not use the buses are exempted from paying this tax.

0380 No mention of method of financing. No question as to suitability of downtown terminals.

0283 Concern for transportation to PSU.

0294 One stop downtown near Oak would not be satisfactory - what about U of P, PSU, etc.

0300 We are unable to walk more than two or three blocks. How do you get to business appointments on S.W. 12th without it taking all day, or to Meier and Frank on S.W. Fifth? Why can't there be buses from this area to Oswego, Beaverton, and Northeast Portland without going downtown? Most people don't use the bus because of the time element and long distances to walk after getting off the bus.

0302 You need more than one terminal stop in downtown Portland - some of us work toward PSU area, nowhere near S.W. Oak Street.

0366 Changeover downtown to get to Lloyd Center may prevent myself from utilizing this service.

0376 Would use it regularly if closer to PSU. Proposed Oak Street is too far from work.

0110 Adequate parking place should be provided to use car, with protection against theft.

0562 I have always thought the site of West Portland Lumber Company is the place where we should have a park and ride station. It is one of the most beautiful spots in the southwest and should be an open space for everyone to enjoy. It is not an appropriate spot for apartments or business because it is surrounded by streets. The Rocket Station could be purchased and used in conjunction with the lumber company site.

0151 PCC has wasted acres of beautiful land for a damned parking area. I hope you don't sprawl this lot all over southwest area. I would like to see a six-story parking building! Or whatever it takes.

0607 We would use it more if it were located near Tigard Fred Meyer.

0618 Would like as many locations as feasible.

0540 Have you considered a few more stations near high-density homes so more can walk? We don't want a lot of parking lots in the suburbs. Small shuttle buses in main streets?

0563 Favors plan but wants different hours.

0477 Work swing shift so don't know if I could benefit or not!

0513 For 18 years I have worked 4 p.m. and midnight. Wish it were possible to ride bus home shortly after midnight. There are many of us evening workers that have no bus to ride.

0615 Barbur and Terwilliger would be better for me as I take Wilsonville bus.

0557 If centrally located and bus goes down Barbur Boulevard.

0187 Would like to see a Tri-met go regularly across 62nd Avenue.

0191 I would suggest having a connecting bus running up Terwilliger at least every hour. Now the times do not even meet between connections.

0229 Employees in Burlingame area near Lewis and Clark might ride Park and Ride to this area if shuttle buses from parking area was available.

0231 The idea is superb but we would find 6-10 a.m. and 3-7 p.m. more useful. The extra hour would be crucial if we used the service to go to and from work.

0248 Should also consider a bus route through the neighborhood - well advertised - that goes express downtown.

0325 There should be buses leaving after 5:30 p.m. to help those whose stores close at 5:30 p.m.

0388 The buses do not run late enough for me to use when I work afternoons and does not run early enough when I work days.

0452 It would be used if satisfactory connections to West Portland could be made.

0489 To get more riders improve better schedule. Buses too slow at night. If we had a shuttle bus to get from Southwood Park to Barbur it would be fine. The service now is terrible when one gets to work at 9-5. Do not have car so how would I get from 60th to Barbur?

0514 Would like to ask Tri-met if accelerated scheduling is anticipated for someone working 7:45 a.m. to 4:15 p.m. Current scheduling would get me home between 5:45 and 6 p.m. Car does it by 4:30, result - not a bus rider!

0523 Need transportation to PSU.

0050 Because principle wage earner is handicapped I do not think he would use bus. But I would use it at least once a week.

0563 As a housewife, I would use it for occasional shopping, maybe once a week, but the 6 to 9 would be too early for me. The other two members of my family could not use it.

0521 I have a handicap caused by a partial paralysis and am also recovering from a broken hip. I can walk with help but my legs are too short to step up onto a bus.

0333 I am a carpenter and must take my tools and equipment with me. When I need to go downtown I usually ride the bus.

0345 Head of household needs private auto at times during the day for business purposes. Then for parking close to business is necessary.

0225 I drive downtown never more than once a week and then it is always during "off-hours".

0483 Are retired.

0442 We are senior citizens not working, and would not be using such a facility but think it a good idea.

0198 We are retired couple. We live three blocks from end of Southwood bus line. We do use it when going into City.

0163 We are retired and would use this facility but not regularly.

0558 Would be opposed to whole plan if it meant reduction in service as present Southwood line. It is only means of transportation for one wage earner.

0510 We have bus service to front door to city center all but Sundays and holidays.

0471 I now catch the bus two blocks from my home whereas the proposed location is more than 12 blocks from my home.

0437 I would be very unhappy if the park and ride station would alter existing bus routes that present bus riders depend on.

0336 The present bus route would be closer and easier than the proposed plan.

0059 Man and wife both work in downtown offices. We are in Indian Hills have closer bus service than where your circle is.

0020 We have good bus service already on Garden Home Road but the idea is good.

0504 I would not use this facility because the bus goes past my home so taking the bus is more convenient than park and ride, although I do not use an automobile on weekends.

0574 Although I would use it I think it would be a good idea. The bus goes by one-half block from my house.

0617 Present bus schedule is quite satisfactory. Don't average one trip to Portland per month on the bus. We can find the services we need in local shopping centers.

0529 I am a retiree. There are many of my kind here and dependent on bus service. I am all for this but hope it does not change our present pickup system.

0619 I rode the last train & bus and have never owned an automobile. I used to be able to go to Portland & get home but when the late Mr. Wendt & _____*_____ gummed up the works the Blue Bus quit & Tri Met took the new schedule not the one we had for years. The Blue Bus asked at Multnomah for any passengers for Maplewood & took them first & then Garden Home Rd. so everyone was taken care of. Personally I think a transfer point should be made at Hillsdale and 2 or 3 smaller buses could go alternate ways & give us a pretty good service. I think the day of going to down town is over. I quit when Fred Meyer quit and have not been sorry. As you cannot get home in the evening you never go to any of the evening sales & they are wasting their money. I think you will find the fellow on the stool knows what adds full better than the advertising man. I think the Raleigh Hills bus should when he leaves Albertson crossing continue to Garden Home & Garden Home Road to Multnomah & Portland. While you are on this discussion, what is True Value? I say the rent that is paid is as near as you can get and it is based on Transportation. If all these apartments paid according to the rent they pay there should be no reason for upping the assessment. Most of the rents they are getting now are caused by an unearned increment or otherwise the increased population has caused it not the Landlord.

*Illegible

13

Salem, Oregon

August 24, 1973

Robert E. Royer, Planning Engineer

A. D. Olson, Preliminary Design Engineer
aOlson

West Portland Park and Ride Routes
Barbur Blvd. of I-5

NOTED
E. S. HUNTER

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Several alternate plans for providing bus service between downtown Portland and a park and ride lot to be constructed near S.W. Barbur Blvd. and Capitol Highway were studied as requested.

Alternate I would consist of routing busses via Barbur Blvd. in mixed traffic, the busses having no special facilities or preference. Estimated cost of $90,000 includes signing and a signal on Barbur at the entrance to park and ride lot.

Alternates IIA and IIB would also carry busses in mixed traffic on Barbur, but with certain intersections improved to minimize delays to busses.

Alternate IIA would provide for widening Barbur Blvd. at 24th Ave., 19th Ave. and Terwilliger Blvd. intersections to provide a 14 foot wide bus lane in the center, much like a normal left turn refuge. This lane would extend approximately 500 feet each way from the intersection so busses traveling in peak flow direction could use it to get around other vehicles waiting at the signals. Left turns would be prohibited and busses would be given five seconds initial green time. Estimated cost of Alternate IIA is $680,000.

Alternate IIB would handle busses in somewhat the same manner as IIA except that the 24th Avenue and 19th Avenue intersections would be widened enough to provide for a bus lane in each direction plus a left turn refuge between them. Terwilliger Blvd. intersection would have only a single bus lane of the type used for Altemnate IIA since left turning traffic uses the traffic circle at this intersection.

/ Versteeg

A. Olson

Terpin

Scott

Swenson

R. Olson

Trout

RECEIVED
AUG 24 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

Estimated cost of Alternate IIB is $870,000. Motorist confusion and operational difficulties may be a problem with this alternate due to vehicles having to cross the bus lanes to get into left turn refuges. Also the array of signing and signals necessary to control all movements give busses five seconds initial green time, etc., could be confusing to motorists unfamiliar with the traffic pattern.

Alternate V consists of routing busses via I-5 in mixed traffic, using the Capitol Highway ramps to enter and leave the freeway. Cost is estimated at $90,000 for signing and a signal at the park and ride lot entrance on Barbur Blvd.

Alternate VI would also have busses in mixed traffic on I-5, but the Capitol Highway (Hurber Street) entrance ramp would be widened to two lanes, the second lane exclusively for busses. Vehicles in the other lane of the ramp would be metered by a traffic signal so the busses would face no delays in entering the freeway. Estimated cost is $165,000.

Alternate VII also routes busses in mixed traffic on I-5. The Capitol Highway (Hurber Street) entrance ramp would be used exclusively for busses, all other vehicles being prohibited. Estimated cost is $90,000.

Alternate IX would appropriate one lane of I-5, during peak commuter rush hours, from traffic opposing the rush hour traffic and use this lane exclusively for busses. Thus, during the peak hours, there would be three lanes of regular traffic and one lane of busses flowing in direction of heaviest traffic (inbound AM, outbound PM) with two lanes of traffic in opposite direction.

Openings in the existing median barrier, to allow busses to cross over, would be provided near the Capitol Highway ramps and in the area north of the Marquam Bridge on the freeway extension connecting to S.W. Clay and Market Streets.

An extensive system of signing and signals would be necessary to control lane use under Alternate IX and traffic cones or posts would probably have to be placed and removed manually to keep on-coming motorists out of the bus lane. Cost is estimated at $1,125,000 which does not include the day to day cost of setting and removing the cones or posts.

Alternate X is an exclusive reversible bus lane 14 feet wide in the median area of I-5. Northbound lanes of the freeway would be shifted 24 feet outward to provide room for the bus lane, a second concrete median barrier, and a 10 foot inside shoulder on the relocated North bound lanes. The existing concrete barrier would remain to separate the bus lane from the South bound lanes.

This alternate would involve reconstruction of the many existing structures to accomodate the wider roadway, purchase of some right of way and construction of retaining walls in many areas.

The southerly end of this bus lane would be connected by a ramp to the existing structure over the freeway at S.W. Capitol Highway and Barbur Blvd. Signals at that intersection would be modified so busses could acuate them to stop all other traffic movements while they pass through either entering or leaving the bus lane.

At the northerly end two alternate methods of connecting to downtown streets are provided. Alternate X-A provides for the bus lane to rise from the median on a structure beginning under the Marquam Bridge and swinging westerly over the south bound lanes of the Clay-Market Street connection to the freeway. It would then follow along the northerly edge of the Stadium Freeway, on the ground, to a tunnel under the S.W. 4th Avenue ramp and S.W. 4th Avenue, emerging to connect to S.W. 5th Avenue and to the existing S.W. 6th Avenue ramp.

Alternate X-B would follow the Clay-Market freeway connection and use a structure to connect to those streets at S.W. Front Avenue.

Alternates X-A and X-B would both use specially marked bus lanes on the surface streets in the downtown area.

Estimated cost of Plan X-A (connected to S.W. 5th and 6th Avenues) is $16,000,000. Plan X-B (connected to S.W. Clay and Market Streets) is estimated to cost $16,700,000.

Two other alternates involving use of S.W. Barbur Blvd. were investigated earlier and were covered in letter dated March 28, 1973 from A. D. Olson to Robert E. Royer.

ADO:jg

8353

13

July 11, 1973

Mr. William E. Roberts, President
TRI-MET
4314 SE 17th Avenue
Portland, OR 97202

Dear Mr. Roberts:

The Oregon State Highway Division is considering the purchase of 3.7 acres of land for the construction of the West Portland Park and Ride Station. The location of the site is shown on the attached map.

Before land is purchased for the lot, the Highway Division would like a response from TRI-MET expressing an opinion on the site location under consideration. An early response would be appreciated.

Also needed is a letter from TRI-MET outlining the operation and maintenance functions that TRI-MET will undertake after the lot is constructed. A letter of agreement similar to one written by TRI-MET for the Kelly Butte Park and Ride Lot would be appropriate. A copy of that letter dated August 16, 1971 is attached.

Please contact me if you have any questions concerning these matters.

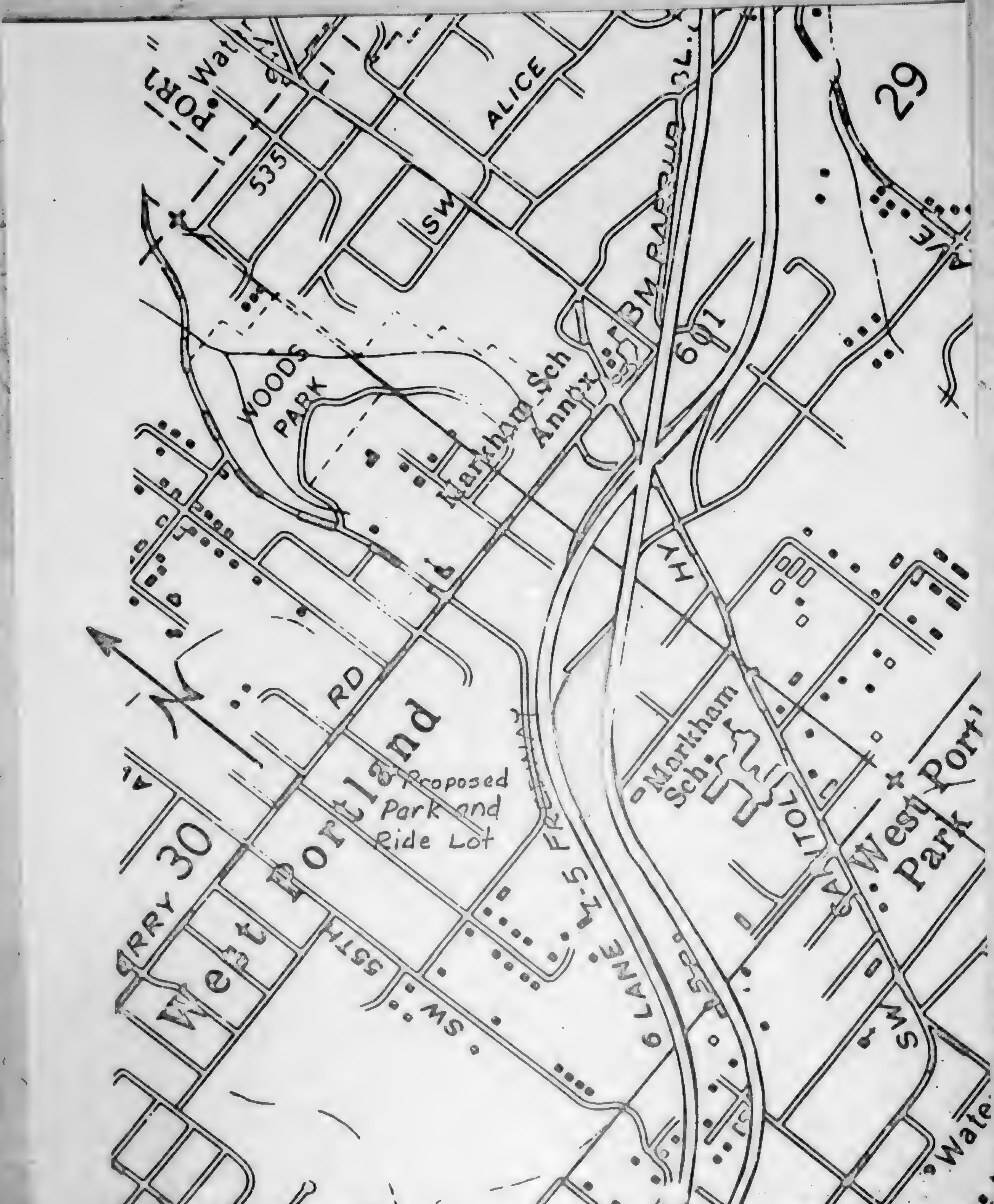
Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Att.
bc: Gorge M. Baldwin
A. E. Johnson
R. L. Schroeder

Robert E. Royer
R. N. Bothman

MBB:ap dpy


29
PORT
Wat
535
ALICE
SW
BM
601
WOODS PARK
Markham Sch Annex
HY
RD
N
West Portland
Proposed Park and Ride Lot
30
RRY
55TH
SW
6 LANE I-5 FR
Markham Sch
CAPITOL
West Portland Park
SW
Wate
AVE

TRI COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4314 SE 17TH AVENUE
PORTLAND, OREGON 97202
(503) 233-3511

BOARD OF DIRECTORS

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Mr. Robert P. Weil, *Treasurer*
Mrs. Angie Davis, *Secretary*
Mr. George Brown
Mr. Andrew J. Cook
Mr. John B. Piacentini

AUG 2[illegible] 1971
TRAFFIC ENGINEERING

August 16, 1971

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

The Oregon State Highway Division is in the process of accumulating information on the construction of a bus Park/Ride station with the use of Federal Highway funds. The station will be located between S. E. 98th Avenue, S. E. Clinton Street, S. E. 101st Avenue and Kelley Butte.

Upon approval of funds for the project and construction of the station by the State Highway Division, Tri-Met will agree to the following:

1. Accept the Park/Ride Station from the Oregon State Highway Division.
2. Assume full responsibility for the maintenance and upkeep of the Park/Ride Station.
3. Operate the Park/Ride Station for the benefit of Tri-Met bus passengers by providing express bus service to downtown Portland and return.
4. Return to the Oregon State Highway Division the property in the event Tri-Met ceases its use as a Park/Ride Station.
5. Enter into an agreement covering any Federal requirements pertaining to the leasing operation.

Tri-Met will cooperate closely during the planning and construction of this Park/Ride Station.

Orig - George
Copy - Schroeder
8-25-71

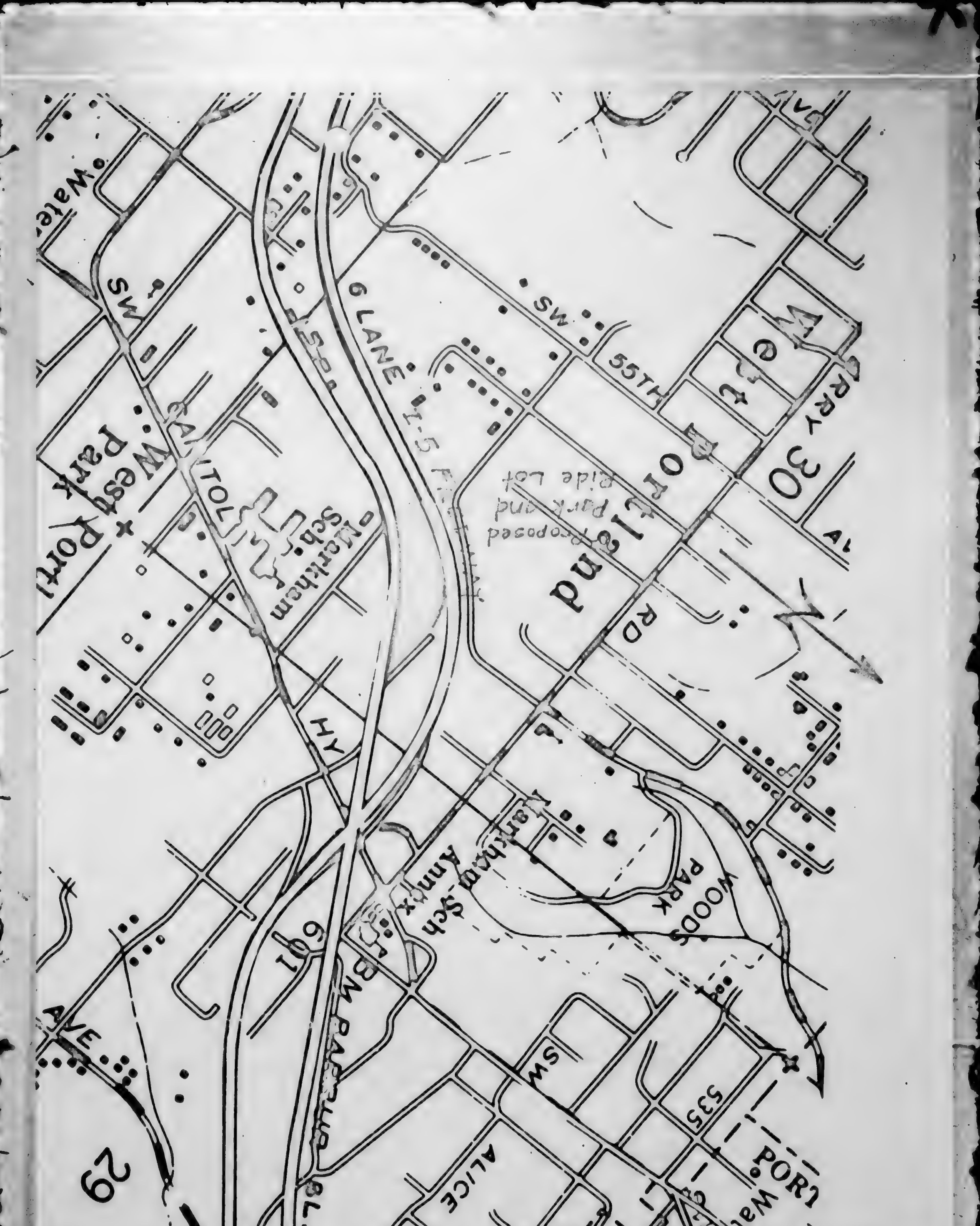
BK
Discuss

If there are any questions concerning the assurances listed above, please contact me at your convenience.

Sincerely,

William E. Roberts
President

WER:cg


Water
SW
West Park
West Portl
CAPITOL
Markham Sch
6 LANE
I-5 F
SW 55TH
West Portland
RRY 30
AV
Proposed Park and Ride Lot
RD
HY
Markham Sch Annex
601
WOODS PARK
BM PAP BL
SW
ALICE
535
PORT
Wat
AVE
29

1353

75

THE CITY OF
PORTLAND
OREGON
NEIL GOLDSCHMIDT, MAYOR

OFFICE OF
THE MAYOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

July 9, 1973

Noted
GEORGE M. BALDWIN

[illegible]
7-13-73

Mr. Glenn Jackson
Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

For some time now the State has been working on an environmental impact statement on a park and ride site for Tri-Met between the Baldock Freeway and Pacific Highway at the intersection of Capitol Highway. We understand that during this time a developer has taken out a work permit from the City, and that the cost of this property is rising daily.

Without the benefit of detailed origin and destination studies, this site, nevertheless, seems ideal from an environmental standpoint. It is "contaminated" by highways on both sides. It is very near several complexes of apartments. Access to it is superb, and it is currently, although not for long, nearly vacant. Review by our planning staff finds no conflict apparent at this state with City plans.

We would recommend that the State move immediately to tie down its ability to purchase this property, including actual purchase if necessary. At the same time, we would hope that the environmental impact statement would look at other alternatives and the State would try to remain as flexible as possible, particularly avoiding appearing "locked-in" to citizens in the area. But an "eyeball" look at this site gives us enough confidence to ask you to move ahead with purchase as soon as possible. It is highly doubtful that a better site can be found. Please note the neighborhood support in the attached letter.

Sincerely,

Neil Goldschmidt

RECEIVED
JUL 13 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NG:rbp
cc: Bill Roberts, Tri-Met
Tom King, Tri-Met
George Baldwin, Oregon State Highway Dept.
Enclosure

[illegible] 3, 1973

Mr. George Baldwin, Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

On behalf of the 15,000 citizens who reside in the Jackson High School area of S. W. Portland, I would like to take this opportunity to call to your attention a matter of immediate concern for the future planning and development of our community.

It has been brought to our attention, as an Association, through working with the Portland Planning Staff on a "Comprehensive Plan" called the HUBER STREET NEIGHBORHOOD STUDY, that there is a possibility of a Park and Ride Station located within our neighborhood. The best proposed site, as seen in the enclosure (10299 Block...S.W. Barbur and Hwy. 99), has been deemed as the best available and most judicious for such a station. Particularly, since it is located in the vicinity of the intersections of S.W. Capital Highway, Barbur Blvd., Huber, and Freeway "5".

Nevertheless, we are presented with a problem...for there seems to be conflicting use of this land through the beginning development of a "Campus Office Building (s) Complex"

If at all possible, we would like to have an information meeting with someone from the State Highway Division who is intimately involved with the concept of "Park and Ride", a concept we most heartily endorse.

So that our "Jackson Community Association", in cooperation with the Portland Planning Staff, can construct with foresight the best plan for the citizens of the Jackson High School area, your advice and direct contact on this matter is earnestly requested.

Very truly yours,

David C. Swehla, President
Jackson Community Association

DCS/sw
Enclosure

cc: Portland Planning Staff
Neil Goldschmidt, Mayor
Mr. Mark [illegible], Planning
State Highway Division
Mr. Glen Jackson, Chairman, Hwy. Comm.
Nancy Ostberg, Public Relations, State Highway Division

PL11 1-

West Portland

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

November 7, 1972

Mr. George Baldwin, Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear George:

This is the second letter from Tri-Met relative to their park and ride program. We have already discussed the time element and I am assuming that everything possible is being done to speed up the program.

I was not aware that we were involved in 6 parking areas. It was my understanding that federal funds were available for the two park and ride facilities adjacent to I-205. Will you find out if we are involved in the other locations mentioned?

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

Encl.

RECEIVED
NOV 8
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TRI COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4314 SE 17TH AVENUE
PORTLAND, OREGON 97202
(503) 233-8373

BOARD OF DIRECTORS

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Mrs. Angie Davis, *Secretary*
Mr. George Brown
Mr. Andrew J. Cook
Mr. John B. Piacentini

October 25, 1972

Mr. Glenn Jackson
Pacific Power & Light Company
920 S. W. 6th Avenue
Portland, Oregon

Dear Mr. Jackson:

As you are well aware, on October 12, 1972, the Portland City Council passed a resolution adopting a "Transportation Control Strategy to Achieve Air Quality Standards in Downtown Portland". This will be used as a guideline policy for a Council plan to improve the economic and environmental quality of downtown Portland.

The control strategy relies heavily on increased use of public transit service, assumes implementation of the Immediate Bus Improvement Plan by 1975, and suggests thirteen specific items for accomplishment.

Leading the suggestions is a recommendation to accelerate construction of seven primary Park-and-Ride Stations, including one in Vancouver, Washington, which is not now in the area of Tri-Met responsibility.

In view of the great impact that the park-and-ride concept should have on use of mass transit it appears urgent to accelerate the planning for construction of the following six stations, listed in order of priority:

Kelly Butte	- Near intersection of Mt. Hood Freeway and I205.
Gateway	- Near intersection of Banfield Freeway and I205.
West Portland	- Adjacent Baldock Freeway (Interstate Highway 5) in vicinity of Capitol Highway.
Sunset	- Near intersection Sunset Highway

and Beaverton-Tigard Freeway.

Milwaukie	- Near intersection Clackamas Expressway and McLouglin Blvd.
Lake Oswego	- Highway 43 in city.

My letter of September 15, 1972 discussed the vital nature of the Kelly Butte site and requested acceleration of its construction. It appears now that maximum practicable effort to speed up the planning necessary for the construction of the other five locations would contribute significantly to the total effort to maximize improvement of mass transit service. It is, therefore, requested that such effort be undertaken with respect to those stations which the Oregon State Highway Division will sponsor with Federal Highway fund support.

Tri-Met staff will work closely with your personnel in the resolution of all aspects of the joint effort that require attention.

Thank you again for your cooperation and support.

Sincerely,

William E. Roberts
President

WER:cg

8354 N. Oswego Ave-N. Burr Ave. 1976
(Ptld) Sec. of N. Col. Blvd.
(Grad.,pav.,sign,ill.,sig. & ldsc)#2

C+A 5367 6-30-75

9954

M-9956(4) 4-16-80

N. Oswego Ave - N. Fessenden St.

FY80 Tip Page 25 item no 7

M-9956(1) P.E - 48,072 - finaled @ $48,072.20 @ 85.8%

M-9956(4) Const - 616,725 - out of s.a. @ 85.77%

Total Partic. cost for final = $733,745.03

$733,745.03 @ 85.77% = $629,333.11 which is $12,608.11 more then approved in Tip.

Accounting in process of finaling project M-9956(4) and need ok for increase of $12,608.11 federal funds over amount in Tip.

Cliff. Lauf
3-20-80

3-20-80
Ted Spence will have funds transferred & get back to us.
4-16-80
Done by Administrative H50 Action 4-2-80 - Notified Cliff Lauk.

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-22-81	CC 81-08		326-1065-295

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder
Portland, Oregon 97205
Attn: David Vargas
Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement Federal Aid Urban Project M-9956(4) N. Oswego Ave.-N. Burr Ave. N. Columbia Blvd. Agreement Dated 6-26-75 Contract No. 8354			
TOTAL COST			$736,172.07
Less Federal Funds			629,553.24
Less State Share			52,095.90
City Share			54,522.93
City's Advance Deposit			80,310.00
REFUND DUE CITY			$ 25,787.07
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $ 80,310.00
Advance Deposit Previously Transferred to Highway Fund $ 75,310.00
Balance $ 5,000.00
Transfer to Highway Fund $ - - - -
Refund Due $ 5,000.00

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Partial or final request for billing FINAL

Approved:
D. E. Swan

Number of the previous request in connection with this service. CC 1648

SP*35736-734

6

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 22, 1981

CITY PORTLAND **Contract No.** 8354 **Date Completed** 6-23-77

PROJECT # M-9956(4) **Section** N. Oswego Ave.-N. Burr Ave., N. Columbia Blvd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$629,048.43
Credit for Liquidated Damages		(9,600.00)
SFO #1 Adjust Water Facilities		17,135.61
SFO #2 Signal Controller Testing		812.08
SFO #4 Bikeway Signing		602.15
Construction Engineering		95,494.52
Interest		95.37
Audit Expense		523.95
Training		594.97
EEO Monitoring		1,464.99
TOTAL PROJECT COST		$736,172.07
Less Federal Funds		629,553.24
BALANCE		$106,618.83
Less Non-Participating Costs:		
Payment to Contractor	$1,241.00	
Credit for Liquidated Damages	(48.00)	
SFO #4 Bikeway Signing	602.15	
Construction Engineering	536.52	
Interest	95.37	$ 2,427.04
Amount to be share by State & City		$104,191.79

State Share: 50% of $104,191.79 = $52,095.90

City Share: 50% of $104,191.79 + $2,427.04 = $54,522.93

Reference: **Billing Form** CC 81-08

Form 734-1066

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street
Portland, Oregon 97205
Attn: David Vargas
Highway Coordinator

Date January 22, 1981

Invoice No.

P.O. No.

Crew No. 006-00

Additional funds to be refunded to City of Portland for Federal Aid Urban Project M-9956(4) N. Oswego Ave.- N. Burr Ave., N. Columbia Blvd.

$20,787.07

Ref.: CC 81-08

D E Swan
D. E. Swan
Operation Programming Engineer

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER PERIOD FROM 4-7-76 TO 2-20-79

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-9956(4)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$736,150.01	$733,745.03	85.80%	$629,553.24	$629,553.24	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY 5/16/80

PASSED FOR PAYMENT V.E. Skoog, Controller

REMARKS

$ 0.00

1-19-81
TO TYPE
2

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

326-1065

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Oswego Ave.-N Burr Ave. (Portland) Section FAS 9556 (N. Columbia Blvd.) Multnomah County					
	Construction Type Code 6203 Roadway (Sta. 64+75 To Sta. 90+50)					
	Final Contract Payment Summary	Lump Sum			$473,809.79	
	Signing Final Contract Payment	Lump Sum			1,482.00	
	Illumination Final Contract Payment	Lump Sum			$152,515.64	
SFO	#1 Adjust Water Bureau Facilities- Portland Bureau of Water Works	All Required			17,135.61	
	Total Construction Costs				$644,943.04	
	Construction Engineering					
SFO	#2 Test Traffic Signal Controller-State	All Required			812.08	
	City of Portland	All Required			61,061.32	
	State	All Required			34,491.66	
	Liquidated Damages	Lump Sum			(9,552.00)	
	Total Construction Engineering				$ 86,813.06	
	Misc. Project Costs					
	Audit	All Required			523.95	
	E.E.O.	All Required			1,464.99	
	Total Participating Costs				$733,745.03	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			1,241.00	
	Interest on Final Contract Payment	All Required			95.37	
SFO	#4 Bikeway Signing No. 1 - State	All Required			602.15	
	Construction Engineering	All Required			514.46	
	Liquidated Damages	Lump Sum			(48.00)	
	Total Nonparticipating Costs				$ 2,404.98	
	TOTAL PROJECT COSTS				$736,150.01	
	Prepared based on Participating Costs shown on Federal Billing as of 4/30/80.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION OF JOB OR DEPARTMENT	CONT NO	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	326	1062	903	00 P 1			9,5[illegible]7.53	79	79
	326	1062	915	00 P 1			189.61	79	79
	326	1062	985	00 P 1			61.62	76	76
			TOT	P1			139,926.69		
			TOT	N1			108.00		
			** JOB TOTALS **		**	**	140,034.69 **		
N OSWEGO AV-N BURR AVE	CONT NO 8354 * FA PROJ NOS M 956004 100						M 956004	STATE	
	326	1065	201	00 P 1 Cont			627,807.43 –	76	78
	326	1065	201	00 N 1 "			1,241.00 –	77	77
	326	1065	203	00 P 1 CR LIQ. DAM			9,552.00CR –	77	80
	326	1065	203	00 N 1 "			48.00CR –	80	80
	326	1065	206	00 N 1 Int.			95.37 –	78	78
	326	1065	276	04 N 1 SFO#4			278.86 –	77	77
	326	1065	276	04 N 8 "			323.29 –	77	78
	326	1065	285	01 P 1 SFO#1			17,135.61 –	77	78
	326	1065	295	00 N 9 TR. STV			75,310.00 –	76	76
	326	1065	296	00 N 9 " ST			704,8[illegible]3.2[illegible]CR –	76	80
	326	1065	298	00 N 9 " FED			629,[illegible]3.24 –	76	80
	326	1065	900	00 P 1 C.E.	68.06CR		94,9[illegible]8.00 –	76	81
	326	1065	900	00 N 1 "			5[illegible]6.52 –	76	80
	326	1065	900	02 P 1 SFO#2			812.08 –	76	77
	326	1065	915	00 P 1 Audit			523.95 –	77	79
	326	1065	950	00 P 1 Train.			594.97 –	77	77
	326	1065	985	00 P 1 EEO.			1,4[illegible]4.99 –	76	78
			TOT	P1	68.06CR		733,745.03		
			TOT	N1			2,103.75		
			TOT	N8			323.29		
			** JOB TOTALS **		68.06CR**	**	736,172.07 **		

TOTAL TO DATE JOB COST SUMMARY DECEMBER 1980 PAGE 203

DESCRIPTION OF JOB OR DEPARTMENT	CONT NO	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
NW DOANE AVE-PORTLAND	CONT NO	FA PROJ NOS SRS 00S075 100 RRO 00S075						STATE	
	326	1069	270	01 P 1			67,705.85	78	79
	326	1069	270	01 P 2			32,811.11	79	79
	326	1069	270	02 P 1			1,486.48	78	78
	326	1069	270	03 P 1			515.55	78	78
	326	1069	295	00 N 9			2,626.50	79	79
	326	1069	296	00 N 9			105,[illegible].68CR	77	79
	326	1069	298	00 N 9			94,55[illegible].71	77	79
	326	1069	299	00 N 9			7,879.47	79	79
	326	1069	900	00 P 1	149.60CR		1,660.49	78	81
	326	1069	900	00 N 1			6.09	79	79
	326	1069	915	00 P 1			[illegible]0.20	77	79
			TOT	P1	149.60CR		72,[illegible]8.57		
			TOT	P2			32,[illegible]1.11		

9956

METROPOLITAN SERVICE DIS CT

TIP PROJECT ADJUSTMENT

02-Apr-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER REQUEST DTD 21-MAR-80

TRANSACTION #: 800402 4
PROJECT: COLUMBIA BLVD-OSWEGO TO BURR
FUNDING: CITY OF PORTLAND FEDERAL AID URBAN SYSTEM
SPONSOR: CITY OF PORTLAND
FILE # : 1 715
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********   ******NEW STATUS*******

	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	48,072	48,072	0	0	0	48,072
CONSTRUCTION	616,725	616,725	0	12,610	12,610	629,335
TOTAL	664,797	664,797	0	12,610	12,610	677,407

PROJECT: CITY OF PORTLAND FAU CONTINGENCY
FUNDING: CITY OF PORTLAND FEDERAL AID URBAN SYSTEM
SPONSOR: CITY OF PORTLAND
FILE # : 1 30785

	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
RESERVE ACCOUNT	1,209,687	0	1,209,687	-12,610	1,197,077	1,197,077
TOTAL	1,209,687	0	1,209,687	-12,610	1,197,077	1,197,077

```
[][][][]
  7*11*    48072*31*    616725*32*    12610*10*     48072
*30*   616725****          0    12610
 30*62*  5904000****          0  1197077
```

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DE[illegible]TMENT OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-16-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. M-9956(4)
COMPLETION DATE 6-23-77	ACCEPTANCE DATE BY CONTRACT AGENCY 1-18-79	TIME ELAPSED 99 %	CONTRACT TIME 350 CD
APPROVED EXTENSIONS 40 CD	LOCATION Columbia Blvd. in North Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. OSWEGO AVE. - N. BURR AVE. SECTION
COLUMBIA BLVD.
Grading, Paving, Signing, Illumination, Signals & Landscaping

This project was completed at a final cost of $764,425 representing a 5% overrun. A complete statement of over- and underruns is in the Division project file.

RECEIVED
STATE HWY ENGR
FEB 2? '79
REFER TO
FOR
Info Inves R.D D.R Sign Act File

COPY SENT
FEB 21 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-16-79	TITLE Field Operations Engineer	DATE 2-20-79

Previous Editions of PR-33E Will Not Be Used.

State

8354-26

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL *To be completed by Washington Headquarters Personnel* 16 18 19 2 4 22 5 23 24 25 8 27 9 28 12 30 13 31 15 33

CARD A

PART A *To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Multnomah	FEDERAL PROJECT NO. M-9956(4)	URBAN X RURAL	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6203	
20	FINAL CONSTRUCTION COST	DOL.	644,130	
21	LENGTH OF PROJECT	MILES	.488	

DATE STARTED: June 4, 1976
DATE COMPLETED: June 23, 1977
TOTAL NO. BRIDGES: 0

PART B *To be completed by Contractor (See instructions on reverse) (REMARKS Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	12,650	$156,084

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	231,075	
	9	PETROLEUM PRODUCTS	GAL.	22,187	
	1	CEMENT	BBL.	1,584	
CARD C	2	AGGREGATES PURCHASED	TON.	5,199	
	92		CU. YD.	400	
	3	BITUMINOUS MATERIAL	GAL.	8,544	
	4	LUMBER	THSD BD FT	4	
CARD D	5	TIMBER PILING	LIN. FT.	---	
	7	REINFORCING STEEL	LB.	6,062	
	8	STRUCTURAL STEEL	LB.	19,954	
	10	EXPLOSIVES	LB.	---	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	801	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	6,607	
	15	AGGREGATES PRODUCED	TON	1,004	
	95		CU. YD.	---	
CARD F	16	MISCELLANEOUS STEEL	LB.	---	
	17	FENCING	LIN. FT.	2,656	
	18	GUARDRAIL	LIN. FT.	276	
	19	BRIDGE RAIL	LIN. FT.	---	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	2,332	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	71,000	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	280
CARD J	13	CONCRETE PIPE	
		12	3,666
		15	1,342
		18	629
		21	276
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with-respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit-which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber us[illegible]n connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total q[illegible]ities.

FORM PR-47 (REV. 9-74)

GPO 881-120

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S.W. 6th Ave.
Portland, OR 97204

Attention of John Lang
Highway Coordinator

Request No. (assigned by staff engineer or head of section) cc 1881

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Urban System Project M-9956(1)
Preliminary Engineering
N. Oswego Ave.-N. Burr Ave. Sec.
Columbia Blvd.
City of Portland
Covered by Agreement dated 6-26-75

Itemized Statement: ADVANCE DEPOSIT $7,700

Quantity	Unit	Description	Unit Price	Amount
		City share per attached statement	$5,455.13	
		Amount previously transferred	6,700.00	($1,244.87)
		City's advance deposit	$7,700.00	
		Amount previously transferred	6,700.00	$1,000.00
		REFUND DUE CITY		$2,244.87
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 7,700.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 6,700.00

Give the number of the last previous request in connection with this same service. cc 1515

Credit distribution:

326-1943 - $1,000.00

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Specialist

Approved:
Regional Engineer

Approved:
for G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Invoice for Services Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

City of Portland
400 S.W. 6th Ave.
Portland, OR 97204
Attn: John Lang
Highway Coordinator

Date August 22, 1978
Invoice No.
P. O. No.

Additional refund due City of Portland for Preliminary Engineering on the N. Oswego Ave.-N. Burr Ave. Section of Columbia Blvd. Project No. M-9956(1) $1,244.87

Covered by agreement dated 6-26-75.

For Gerald W. Wimer

Ref. cc 1515 and cc 1881

Rp

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** August 23, 1978

CITY Portland **Contract No.** ______ **Date Completed** 4-8-76

PROJECT # M-9956(1) **Section** N. Oswego Ave.-N. Burr Ave., Columbia Blvd.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Total Preliminary Engineering Costs	$57,505.34
Federal Aid funds collected	48,072.20
	$ 9,433.14
Non-Participating Costs	1,477.13
Amount to be shared by State & City	7,956.01
State share - 50% of 7,956.01 =	3,978.01
	$ 3,978.00
City Share	3,978.00
Plus nonparticipating costs	1,477.13
TOTAL CITY SHARE	$ 5,455.13
CITY'S ADVANCE DEPOSIT	$ 7,700.00
REFUND DUE CITY	$ 2,244.87

Reference: Billing Form cc 1881

DIRECTOR'S FILE I

rec'd by [illegible]
+ to Sollis
3pm
6/16

In the Circuit Court of the State of Oregon

for the County of Multnomah

GERALD RUSSELL, Plaintiff vs. COLUMBIA WEST MATERIALS AND CONSTRUCTORS, dba COL-WEST, an Oregon corporation; GENTRY & SANCHEZ COMPANY, INC., an Oregon Corporation; COUNTY OF MULTNOMAH, a Municipal Corporation; STATE OF OREGON; Defendants	No. A7804-05668 ALIAS *SUMMONS*

To ROBERT BURCO for the STATE OF OREGON
Room 135, Department of Transportation Building
Salem, Oregon
Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within twenty days from the date of service of this summons upon you, if served within the state of Oregon; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~xxxxxx~~ from date of service along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

* If summons is served within the state of Oregon, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

/s/ ALAN M. SCOTT
of Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah *) ss.*

I, Alan M. Scott, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon, dated the* 14th *day of* June, 1978

Alan M Scott
of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant,

and a copy of the within summons only upon the other defendant,

of Attorneys for Plaintiff

GALTON, POPICK & SCOTT
ATTORNEYS FOR PLAINTIFF
8th Floor Wilcox Building
506 S. W. 6th Avenue
Portland, Oregon 97204
Telephone (503) 222-3411

FORM No. 219.0—SUMMONS—For Service Inside or Outside State.
TT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

GERALD RUSSELL,

Plaintiff,

vs.

COLUMBIA WEST MATERIALS AND CONSTRUCTORS, dba COL-WEST, an Oregon Corporation; GENTRY & SANCHEZ COMPANY, INC., an Oregon Corporation; COUNTY OF MULTNOMAH, a Municipal Corporation; STATE OF OREGON,

Defendants.

NO. A7804-05668

COMPLAINT FOR PERSONAL INJURIES

(ACTION AT LAW)

Plaintiff, for a First Count against Defendant Col-West and Gentry & Sanchez Co., Inc., and each of them, alleges:

I.

Defendant, Columbia West Materials and Constructors, dba Col-West (hereinafter called Col-West) is an Oregon Corporation and is at all times herein mentioned a general contractor engaged in the construction repair and repaving of highways and streets in the State of Oregon.

II.

Defendant Gentry & Sanchez Company, Inc., is an Oregon Corporation and is at all times herein mentioned a general contractor engaged in the construction, maintenance and repair of drains, culverts and manholes on highways and streets in the State of Oregon.

/////

III.

North Columbia Boulevard is and was at all times herein mentioned a public highway running generally in an east and west direction through the County of Multnomah, State of Oregon; Commercial Street is and was a public street running generally in a north and south direction through the County of Multnomah, State of Oregon.

IV.

On, and for several months prior to August 18, 1976, Defendant Col-West and Gentry & Sanchez Co., Inc., were engaged in construction, repair and repaving on or about North Columbia Boulevard near its intersection with Commercial Street; in Multnomah County, Oregon.

V.

Defendants, Col-West and Gentry & Sanchez Co., Inc., in their repair and repaving of Columbia Boulevard carelessly, recklessly and negligently left the street in a torn up, incompletely paved and generally dangerous condition throughout this period of time and placed no watchman, barrier, lights or other warnings at or near the construction site to warn or advise persons lawfully passing within and upon the highway of the dangerous condition then and there existing.

VI.

During the early morning hours of August 18, 1976, at approximately 1:25 a.m., and while it was dark so that the true condition of the road was concealed, Plaintiff was operating a motorcycle in an easterly direction along North Columbia Boulevard near its intersection with Commercial Street.

As Plaintiff's motorcycle was proceeding east, Plaintiff motorcycle struck a manhole and cover that extended several inches above the paving of the road bed. Plaintiff attempted to control and manipulate his motorcycle so as to avoid striking the manhole, but because of the size and extent of the conditions existing, and lack of warning, he was unable to prevent his motorcycle from striking said manhole. The force of the collision caused Plaintiff to lose control of his motorcycle and resulted in his being thrown from the motorcycle causing the injuries more fully described herein.

VII.

The aforesaid manhole and cover extended to such elevation and extent as to create a dangerous hazard to the lawful users of the highway.

VIII.

The condition of the highway was or should have been known to the agents, employees and officers of Defendants Col-West and Gentry & Sanchez Co., Inc., in that the conditions had existed for a reasonable period of time prior to the date of the accident.

IX.

These defects were negligently allowed to remain by the Defendants, and both of them, despite its knowledge and its responsibility for the safe maintenance of the road for the public and particularly Plaintiff, travelling thereon.

X.

That Defendants Col-West and Gentry & Sanchez Co., Inc., and each of them, were careless, reckless and negligent in the repair, maintenance and repaving of the aforesaid street in one or more of the following particulars:

1) In creating the dangerous condition;

2) In failure to remedy the dangerous condition;

3) In failure to post or place watchmen at or near the area of construction;

4) In failing to place audible or visible warnings of the raised nature of the manhole covers;

5) In failing to block off the uncompleted part of the highway during the course of repaving;

6) In failing to pave the highway flush to the protruding manholes prior to allowing vehicular traffic to pass over the roadwork.

XI.

As a direct and proximate result of the negligence of the Defendants, and each of them, Plaintiff sustained the following personal injuries:

1) Cervical cord contusion;

2) Paralysis of both lower extremeties;

3) Paralysis of both hands;

4) Abrasions and contusions;

5) Headaches, nausea and dizziness;

6) Difficulty with his speech;

7) Functional pyschological disability associated with Plaintiff's permanent injuries.

These injuries are painful and permanent in character and will in the future cause Plaintiff much pain, suffering and disability and will result in permanent impairment of Plaintiff's future earning capacity, all to Plaintiff's general damages in the sum of $250,000.00.

XII.

As a result of the injuries sustained by Plaintiff, he has sustained hospital, doctor and medical expenses, and having been employed at the time of the accident, lost wages, for a total special damages, to date, in the sum of $14,777.70.

FOR A SECOND AND SEPARATE COUNT, Plaintiff alleges:

I.

Plaintiff realleges Paragraphs I, II, III, IV, V, VI, VII, VIII, IX, XI, XII of the First Count as though fully set forth herein.

II.

Defendant Multnomah County is one of the counties of the State of Oregon and as such county is duly and legally organized, created and established under the laws of said State.

III.

Defendant State of Oregon is charged with the duties of erecting and maintaining highways in the state in a good and sufficient condition so as not to be unsafe for travel.

IV.

That Defendants Multnomah County and State of Oregon entered into written contracts with Defendants Col-West and Gentry & Sanchez Co., Inc., prior to August 18, 1976, to do repaving, drainage and repair work on Columbia Boulevard near Commercial Street in Multnomah County, Oregon.

That prior to August 18, 1976, Defendants Multnomah County and the State of Oregon, and both of them, had notice and knowledge of or with reasonable deligence should have had notice and knowledge of the fact that Columbia Boulevard was in a defective and dangerous condition; but Defendants negligently failed to correct this condition, or to erect or maintain good and sufficient warnings at or near the manholes protruding on Columbia Boulevard near Commercial Street, and failed to close the highway and prevent vehicles, and Plaintiff in particular, from travelling over this portion when these dangerous conditions existed.

The condition of the road was or should have been well-known to agents and employees of both Defendants charged with the care of such County and State Highways.

V.

Notice of this accident was given in accordance with provisions of ORS 30.270 and 30.275 to Defendants Multnomah County and State of Oregon.

/////

/////

VI.

As a direct and proximate result of the negligence of Defendants, and each of them, and the resulting accident, Plaintiff sustained the injuries and losses heretobefore set out, all to Plaintiff's damage in the sum of $250,000.00.

WHEREFORE, Plaintiff prays for Judgment against the Defendants, and each of them, for the sum of $250,000.00 general damages, $14,777.70 special damages to date, together with Plaintiff's costs and disbursements incurred herein.

GALTON, POPICK & SCOTT

BY: /s/ ALAN M. SCOTT
ALAN M. SCOTT,
OF ATTORNEYS FOR PLAINTIFF

VERIFICATION

STATE OF OREGON, County of **Multnomah** ss.

I, **Gerald Russell** being first duly sworn, say that I am the **Plaintiff** and that the foregoing **Complaint for Personal Injuries (Action at Law)** is true as I verily believe.

/s/ Gerald A. Russell

Subscribed and sworn to before me **March 21**, 19**78**

NOTARIAL
SEAL

/s/ Alan M. Scott
Notary Public for Oregon.
My Commission expires **11/20/81**

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of **Complaint for Personal Injuries** is a correct copy of the original. That the said **Complaint for Personal Injuries** in my opinion is well founded in law.

Dated June 14th, 19**78**

Alan M Scott
Of Attorneys for **Plaintiff**

ACCEPTANCE OF SERVICE

Due service of the within .... is hereby accepted in .... County, State of ...., on ...., 19...., by receiving a duly certified copy thereof.

Of Attorneys for ....

CERTIFICATES OF SERVICE

PERSONAL

I certify that on ...., 19...., I served the within .... on .... attorney of record for the .... by personally delivering to him a correct copy thereof.

Of Attorneys for ....

AT OFFICE

I certify that on ...., 19...., I served the within .... on .... attorney of record for the ...., during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at ...., Oregon.

Of Attorneys for ....

MAILING

I hereby certify that I served the foregoing .... on ...., attorney(s) for .... on ...., 19...., by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit: .... and deposited in the post office at ...., Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.

Dated ...., 19....

Of Attorneys for ....

GALTON, POPICK & SCOTT
ATTORNEYS AT LAW
8th Floor Wilcox Building
506 S. W. 6th Avenue
Portland, Oregon 97204
Telephone (503) 222-3411

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

TC

FORM No. 100½— STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

8354

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-5		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number M-9956(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 8, 19 78,

([illegible])

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 704,917	$ 719,046
Federal funds	$ 551,174	$ 616,725
Other revisions		

This modification is made for the following reasons:

To include approved additional items, increase construction engineering, and to increase Federal Aid Pro Rata to 85.77%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May, 19 78.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Service Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon

Federal Aid Project
No. M-9956(4)

N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION
FAUS 9956 (N. COLUMBIA BLVD.)
MULTNOMAH COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 64+75 to Sta. 90+50)

Sub-Total on Previous Estimate May 20, 1976		$ 640,833.72
Revised Estimate		
Guardrail	Lump Sum	$ 1,815.00
Revise Elect System	Lump Sum	4,896.84
Furn 2 in Water Meter		243.80
	Increase	$ 6,955.64
	Sub-Total	$ 647,789.36
	Engineering	71,256.64
	Total	$ 719,046.00

Length of Project-----------------0.488 Mile
Cost of Radway Per Mile-----------$1,473,454.90

Federal Funds..................	$ 616,725.00
State Funds....................	$ 51,160.50
City Funds.....................	$ 51,160.50
Total	$ 719,046.00

Group 1 - 100%
Contract No. 8354
Prefix No. 326-1054

8354.

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-11	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. M-0944(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N. Oswego to N. Burr Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.488
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 704,917	$ 551,174

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn Bray
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAY 25 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulation and traffic control provisions
are contained in the State-City Agreement approved
by the Oregon Transportation Commission on June 26, 1975.

Oregon State Highway Division
Salem, Oregon, May 20, 1976

Federal-Aid Project
No. M-0944(4)

N. Oswego Ave.-N. Burr Ave. (Portland) Section
FAS 0944 (N. Columbia Blvd.)
Multnomah County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 64+75 to Sta. 90+50)

Mobilization	All Required		$ 27,500.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	365 sq.ft.	7.00	2,555.00
Temporary Barricades	18 only	100.00	1,800.00
Temporary Continuous Rail Traffic Barrier Reflectorized	1,300 lin.ft.	3.50	4,550.00
Flagmen	200 hours	11.50	2,300.00
Clearing and Grubbing	All Required		6,000.00
Removal of Structures and Obstructions	All Required		4,000.00
General Excavation	18,750 cu.yds.	1.50	28,125.00
Extra for Selected Topsoil Material	2,550 cu.yds.	2.50	6,375.00
Trench Excavation	5,140 cu.yds.	5.65	29,041.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	200 M-gals.	10.00	2,000.00
1"-0 Aggregate Base	800 tons	7.00	5,600.00
Treated Base Mixture	6,900 tons	8.00	55,200.00
Cement in Treated Base Mixture	380 tons	65.00	24,700.00
Cement Treated Subgrade	23,000 sq.yds.	0.55	12,650.00
Cement for Treated Subgrade	400 tons	50.00	20,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	6,250 tons	9.25	57,812.50
Asphalt Cement in Mixture	400 tons	65.00	26,000.00
Asphalt in Tack Coat	3 tons	150.00	450.00
12-inch Sewer Pipe	3,790 lin.ft.	7.75	29,372.50
15-inch Sewer Pipe	1,350 lin.ft.	9.75	13,162.50
18-inch Sewer Pipe	650 lin.ft.	11.50	7,475.00
21-inch Sewer Pipe	283 lin.ft.	16.00	4,528.00
Extra for Pipe Under Pavement	2,540 lin.ft.	6.00	15,240.00
Concrete Manholes, 10 Feet or Less Deep	12 only	640.00	7,680.00
Concrete Manholes, Over 10 Feet Deep	8 only	1,100.00	8,800.00
Concrete Inlets, Type P	47 only	250.00	11,750.00

Guard Rail, Type 1	38 lin.ft.	10.50	399.00
Rail End Pieces, Type A	2 only	15.00	30.00
CL-6 Chain Link Fence	2,320 lin.ft.	4.25	9,860.00
Concrete Walk	1,440 sq.yds.	6.75	9,720.00
Sidewalk Ramps	1 only	150.00	150.00
Concrete Drive Ways	300 sq.yds.	10.00	3,000.00
Concrete Curbs	260 cu.yds.	75.00	19,500.00
Extra for Asphalt Approaches	8 only	100.00	800.00
Extra for Asphalt Walks	910 sq.yds.	1.50	1,365.00
Adjusting Manholes	10 only	100.00	1,000.00
Reconstructing Concrete Manholes	3 only	825.00	2,475.00

Signing

Wood Sign Posts	All Required		600.00
Type "C","D","H","I", and "EE" Signs in Place	87 sq.ft.	10.00	870.00

Illumination

Pole Foundations	All Required		13,500.00
Lighting Poles	All Required		20,000.00
Luminares and Ballasts	All Required		5,500.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		32,000.00
Traffic Signal Installation, Complete	All Required		26,000.00
Roadside Seeding and Mulching	2 acres	500.00	1,000.00
Furnishing and Planting Trees	120 only	25.00	3,000.00
Sod Lawn	All Required		22,000.00
Irrigation System	All Required		25,000.00
			$623,435.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
Temporary Erosion Control (E.W.)	All Required	200.00
On-the-job Trainee (1 at $800)(E.W.)	All Required	800.00
Work by City of Portland (Water)	All Required	15,898.22
		$ 17,398.22

Subtotal	$640,833.72
Engineering	63,333.28
Engineering (Signal Controller Testing)	750.00
Total	$704,917.00

Length of Project - - - - - - - - - - - 0.488 Mile

Cost of Roadway Per Mile - $1,444,502.06

Work Retained in Program Status
(Not included in totals below)

Bikeway Signing	All Required	$ 850.00
Furnish Water Meter	All Required	700.00

Federal Funds		$551,174.00
State Funds		76,871.50
City Funds		76,871.50
	Total	$704,917.00

Group 1	100%
Contract No.	8354
Prefix No.	326-1065

4354

bc C. T. Keasey
Walt Hart
V. E. Skoog
  Attn: Dick Hacek
Ed Hardt

February 21, 1978

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Mutual Liability Insurance
  Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

A post-final payment for $11,700 will be made to Columbia West Materials and Constructors, Inc., for work on the N. Oswego Avenue-N. Burr Avenue (Portland) Section of Columbia Blvd. in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $619,448.43 including the post-final payment. Of the total $431.40 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials
  and Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Employers Mutual Liability Insurance
  Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

8354

8

February 7, 1978

Columbia West Materials &
  Constructors, Inc.
6688 N.W. St. Helens Road
Post Office Box 10425
Portland, OR   97210

Gentlemen:

We have reviewed your request for a complete extension of time on Contract No. 8354 for work on N. Oswego Ave.-N. Burr Ave. in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 78 days is granted, leaving 64 days in effect. This is derived in four parts as follows:

1. Illumination revision (Price Agreement No. 6) and recognizes an additional 54 days (in addition to the stop work order interval 2-12-77 to 4-18-77 when time was not charged to Phase "A". This makes a total of four months recognized for electrical changes.)

2. Six days for winter weather impact on the electrical work in January 1977.

3. Sixteen days for concrete suppliers strike 1-18-77 to 2-3-77.

4. Weather delay to concrete work January 5-6, 1977 not included in No. 2 above.

Resident Engineer Wayne Oberding made a detailed review of your request. If you wish further information on it, please contact him or Marion Craft in our Region office.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
   Marion Craft
   Robert Church
   Wayne Oberding (City of Portland)
   Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8354

Salem, Oregon
February 1, 1978

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: N. Oswego Ave.-N. Burr Ave.
Contract No. 8354
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Columbia West Materials & Constructors, Inc. requests a complete time extension based on nine separate reasons. Actually just the part of their request related to illumination revision would cover all the liquidated damages if it were approved. Some pertinent dates on the project are:

Bids opened	Apr. 29, 1976
Contract sent	May 19
Day count start	June 1 (180 days allowed for A Phase, 350 days allowed for all work)
Work start	June 4
180 days elapsed	Nov. 26 (Project 60% completed)
Overall time elapsed	May 16, 1977
Project complete (both phases)	June 23 104 days A Phase liquidated damages @ $150 = $15,600 38 days concurrent A and overall @ $150 = $5,700 142 total days = $21,300.

This project was engineered by the City of Portland. The objective was to complete all work except the landscaping in 1976. That is why the days were expressed in straight calendar days, as the 180 days allowed tried to utilize all the available 1976 construction season and encourage an effort to complete within that limitation by not allowing a winter dormant period.

The contract included 51 bid items to reconstruct some 0.49 mile including curbs and storm drainage plus illumination (11.4 percent of the contract) a signal installation and landscaping with a total contract amount of $623,435.

It is true that a significant change was made in the illumination work, but this was a comparatively small part of the contract and did not control the overall progress until the later stages. When the 180 days allowed elapsed, the grading was only 65 percent done. The weather reasons cited by the contractor are not believed to be valid except for seasonal impact on the changed electrical work (the City Engineer has probably been generous in recommending an additional two days because of cold weather affecting concrete work). The City's Resident Engineer has made a detailed analysis of the contractor's reasons and concludes by recommending 78 days extension

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STATE HWY ENGR
FEB 7 '78
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Sign
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(applicable to Phase A which controlled the completion) and would leave 64 days in effect. Basically this recognizes four months delay due to the illumination change, but only 54 days appears now as time extension because a stop work order interrupted the time count on the A Phase for the balance of this four months. The other three reasons for extension are six days for weather impact in January on the electrical work, 16 days for a concrete supplier's strike and two days for strike and weather impact on concrete work.

We prepared the attached chart of the project progress and some pertinent dates. I believe this shows a lack of progress during the first three months of the project during prime construction time of 1976 season is the major factor causing the late completion and liquidated damages. For what was intended to be a one-season project performance much more early progress was needed. Utility delay has not been mentioned in this request and a review of the early Weekly Reports indicates the necessary utility locations were accomplished quite promptly, so I find no additional reasons for extension in that respect.

I therefore concur in the Resident and Region recommendations for only the 78-day extension which can be granted participating under delegated authority, as it is based primarily on a price agreement change and on the strike exclusion reason which is included in the contract specifications. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: Robert Church
Marion Craft

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date **September 20**, 19**77**

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * days to days, within which to complete our Contract No. **8354**, without the assessment of liquidated damages. The said contract is described as follows:

*** Unit A-from 180 days to 322 days Unit B-from 350 days to 388 days**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **Please refer to attached letter of request.**

Respectfully submitted,

Columbia West Materials & Constructors, Inc.
Contractor

By
B.K. McDonald, President

CONSENT OF SURETY

Date **September 20**, 19**77**

We, **Employers Mutual Liability Insurance Company of Wisconsin**, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

(SEAL)

Corroon & Black of Oregon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8354 Contractor

Highway Col. Blvd.

Section N. Oswego Ave. - Van Buren Ave. (Ptld)

Kind of Work Gr. - Pv. - Sign - Illum. - Signals - Ldsp.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 78-day extension of contract time, leaving 64 days in effect. This is due to illumination revision (Price Agreement No. 6), concrete suppliers strike and winter weather impact on these work items.

Recommended for Approval:

Mauer Agt - as noted in Dec. 28 letter fr
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8354
Project designation (State-Federal)	M-9956 (4)
Date awarded	May 11, 1976
Work started	Jun 4, 1976
Per cent completed (Date)	100 %
No. of Workdays Allowed	180(A) - 350(B)
No. of Workdays Used	322(A) - 388(B)
No. of Added Workdays Requested	142(A) 38 (B)

SP*87065-734

[illegible]
[illegible] INC. (503) 286-6431
[illegible] PORTLAND, OREGON 97210 (503) 243-1156

September 16, 1977

DEPT. OF PUBLIC WORKS
SEP 20 1977
BUREAU OF CONSTRUCTION

City of Portland
400 S. W. 6th Avenue
Room 437
Portland, OR 97204

Attention: Mr. W. Oberding, Construction Engineer

Re: OSHD #8354 N. Oswego-N. Burr Portland #12569
Col-West Job No. 3-24

Subject: Request for Increase in Number of Workdays to Complete Construction Contract

Gentlemen:

I

It has been more than ~~sixteen~~ 13 months since many of us began looking forward to the completion of this project. We are certain that neither party could forsee the difficulties to be encountered during the [illegible] of the project. There were nine agency and utility bodys contributing to the job: The City of Portland had four, Water, Traffic, Parks & Engineering; Oregon State Highway Division, Bureau of Public Roads, Portland General Electric, Pacific Northwest Bell and Northwest Natural Gas. The project required seven special trades: Soil Treatment, Landscaping, Electrical, Sewer Work, Guard Rail, Fencing and Concrete Work. The traffic flow through the project was a recognized problem; with heavy non-interuptible industrial use. The adjacent residential and industrial occupants had to be considered at each stage, posing additonal constraints in progress. To this must be added some specific complicating factors. Certainly, the Contractors lack of knowledge with respect to contract compliance procedures affected the early progress. The continual necessity to redesign or modify the original plans and specification rendered its contribution to the flow of activity. The weather, dry-wet or hot-cold did nothing to speed completion. And finally, the local labor management got into the picture at a critical stage. Clarification of these factors should now be attempted. The project was bid April 29, 1976 and the contract awarded May 11, 1976. A period of two weeks elapsed

I before the preconstruction conference was held. Notice to proceed was given for June 1st. From this date, it was nearly a month before all necessary contract documentation was correctly filed by the Contractor. This delay was due in part to the Contractor's inability to get all the information requested and in part just not knowing what to do.

II Design changes and field revision to the project plans and "specs" played a signifigant role in detering progress. The largest changes affecting the Electrical portion of the project. Details of these changes were still unsettled as the final inspection took place. Much time and effort was spent both by management and field personnel waiting for direction. This arduous time was complicated by the typical long delivery times of electrical supply companies. Physical characteristics of the project also demended attention. It seemed that hardly a day passed that a field revision didn't have to be made to accomodate the actual conditions. This necessitated extremely close field coordination between the Engineer and the Contractor to maintain progress from stage to stage and change to change.

III The weather during the term of the project may best be described as uncooperative. For the first 180 days of the project, only 56% of the days were Fair. Of the remainder, 30% were rain. (See Exhibit A). If a six day work week were to be considered, a typical week provided 3 Fair days, 1 rain day and 2 cloudy. The impact of this picture on essentially all the grading activity was catastrophic. We had 3 days to work and 3 days to wait. The second period, the next 216 days, doesn't appear as severe. (See Exhibit A), but, when the dates are related to the activity being attempted, the weather's effect is nearly as bad. While it was unseasonably dry, it consistently rained at the wrong time, i.e. just after the hard freeze, just after finishing grading of sound berms, just prior to placing sod etc.... Add to this the bitter cold that plagued the job when curb and sidewalk work was scheduled and you have a measure of the impact felt.

IV As if these factors weren't enough, a small local union group struck the concrete suppliers in the Portland area, effectively paralyzing projects for 30 days. Efforts were made by both the Contractor and the Subcontractor to eliminate this delay, but to no avail. Waiting was the only alternative.

V The specialty trades had there share of difficulty in relation to progress. It is difficult to adequately assess the impact of the contributing factors. Exhibit "B" tabulates only the documented time related items. Accumulated, these items total 295 calendar days.

COLUMBIA WEST MATERIALS & CONSTRUCTORS, INC.

VI It is extremely difficult to summarize the miriad reasons for delay to the project. The Contractor can not claim to have done a faultless job towards prosecution. He can however, state that timely completion and quality work have always been his goal. The factors restricting activity on this project have been immense. Project complexity, number of parties involved, weather, changes, and labor have served to generate signifigant adverse impact to prevent completion within the original contract. However, interference with the public's utilization of the project has not been as severe as the dates and numbers would indicate. Total access to all project areas was completed prior to Christmas 1976. It was primarily the ancillary improvements that were delayed.

VII Based on the above discussion, we therefore request that time for completion of the project be increased to allow final completion by June 23, 1977. Specifically, an increase of 142 days to unit "A" primarily based on overall impact to the project from complexity of coordination, early adverse weather, and changes and revisions. And an increase of 38 days to unit "B" primarily due to modifications to systems and late project adverse weather.

We appreciate your consideration of this request and your cooperation with us during the project. If further data is required, please contact us.

Very truly yours,

COLUMBIA WEST MATERIALS
AND CONSTRUCTORS, INC.

W. R. Gamble, P. E.
Manager

WRG/smc

Enclosures

COLUMBIA WEST MATERIALS & CONSTRUCTORS, INC.

EXHIBIT A

TABULATION OF WEATHER CONDITIONS

Period - First 180 Calendar Days

6/76 & 7/76	Rain - 8 14%	Fair - 35 56%	Cloudy - 19 31%
8/76 & 9/76	Rain - 8 15%	Fair - 30 54%	Cloudy - 17 31%
10/76 & 11/76	Rain - 9 14%	Fair - 35 56%	Cloudy - 19 30%
SUMMARY	14% Rain	56% Fair	31% Cloudy

Period - Next 216 Days

12/76 & 1/77	Rain - 14 23%	Fair - 27 44%	Cloudy - 21 34%
2/77 & 3/77	Rain - 22 39%	Fair - 14 25%	Cloudy - 20 36%
4/77 & 5/77	Rain - 18 29%	Fair - 25 40%	Cloudy - 20 32%
6/77 & 7/77	Rain - 5 14%	Fair - 27 77%	Cloudy - 3 9%
SUMMARY	27% Rain	43% Fair	30% Cloudy

COLUMBIA WEST MATERIALS & CONSTRUCTORS, INC.

EXHIBIT A

TABULATION OF WEATHER CONDITIONS

Period - First ~~180~~ 183 Calendar Days

Showers - 6 - 9.8 %	6/76 & 7/76	Rain - ~~[illegible]~~ 2 ~~14%~~ 3.3	Fair - 35 ~~55%~~ 57.4	Cloudy - ~~19~~ 1[illegible] ~~31%~~ 29.5	= 61
4 - 6.6 %	8/76 & 9/76	Rain - ~~[illegible]~~ 2 ~~25%~~ 3.3	Fair - 30 ~~54%~~ 47.2	Cloudy - ~~17~~ 25 ~~31%~~ 41.0	= 6[illegible]
1 - 1.6 %	10/76 & 11/76	Rain - ~~[illegible]~~ 3 ~~14%~~ 4.9	Fair - 35 56% 57.4	Cloudy - ~~19~~ 22 ~~30%~~ 36.1	= 61
11 - 6.0%	SUMMARY	7 - 3.8% ~~14%~~ Rain	100 - 54.6 ~~56%~~ Fair	65 - 35.5 ~~31%~~ Cloudy	183

Period - Last ~~[illegible]~~ 205 Days

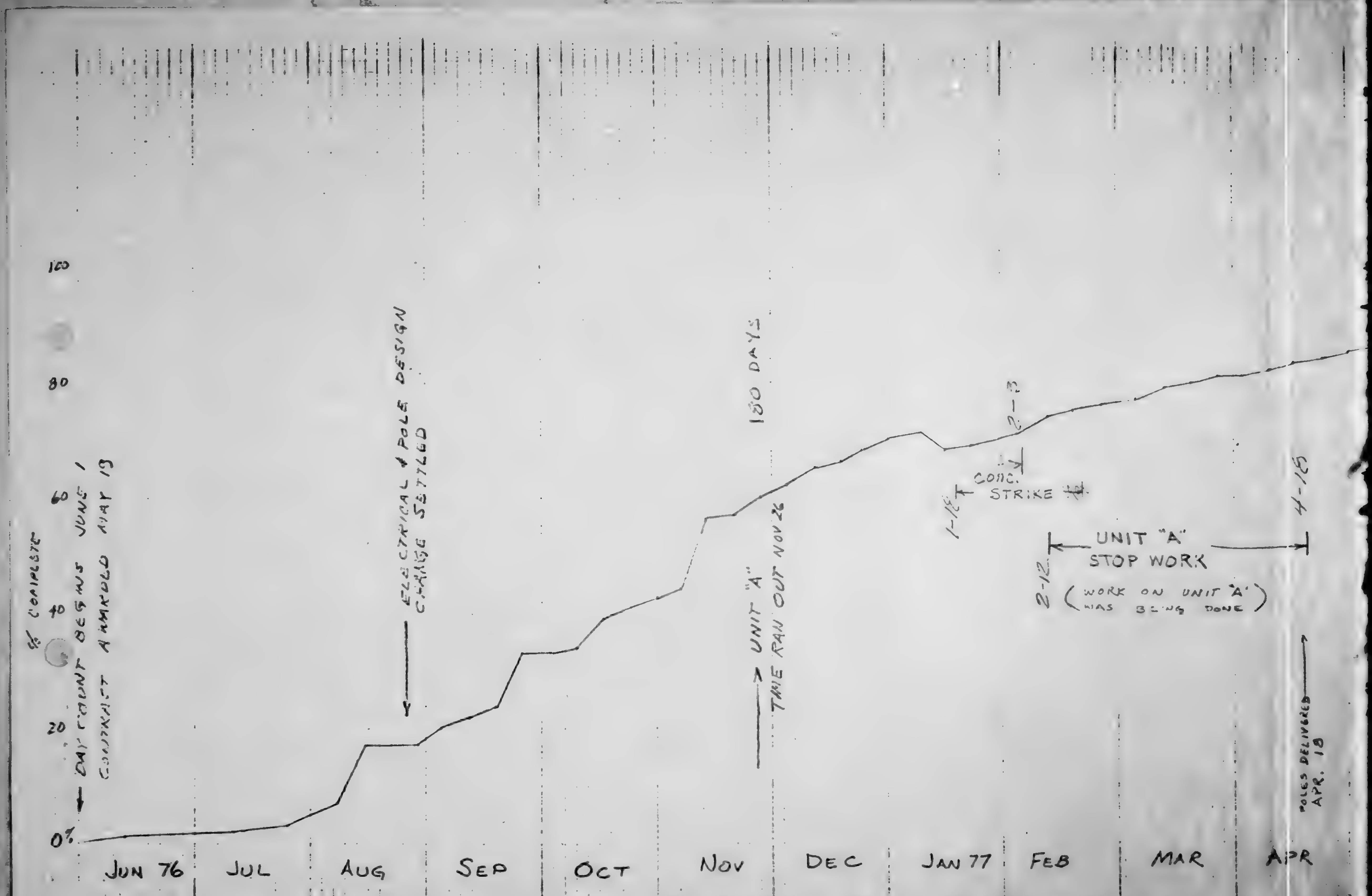
3 - 4.8 %	12/76 & 1/77	Rain - ~~14~~ 1+10 Freezing ~~23%~~ 17.7	Fair - 27 44% 43.5	Cloudy - 21 34% 33.9	= 62
14 - 23.7 %	2/77 & 3/77	Rain - ~~22~~ 2 ~~39%~~ 3.4	Fair - 14 ~~25%~~ 23.7	Cloudy - 20 ~~36%~~ 49.2	= 59
11 - 18.0 %	4/77 & 5/77	Rain - ~~13~~ 4 ~~28%~~ 6.6	Fair - 25 ~~40%~~ 41.0	Cloudy - 20 ~~32%~~ 34.4	= 61
1 - 4.3 %	~~6/77 &~~ ~~7/77~~ 6/1-23/77	Rain - ~~8~~ 1 ~~14%~~ 4.3	Fair - 27 ~~77%~~ 11.3	Cloudy - 3 ~~9%~~ 0	= 23
29 - 14.1	SUMMARY	18 - 8.8 ~~27%~~ Rain	87 - 42.4 ~~43%~~ Fair	71 - 34.6 ~~30%~~ Cloudy	205

COLUMBIA ST MATERIALS & CONSTRUCTC , INC.

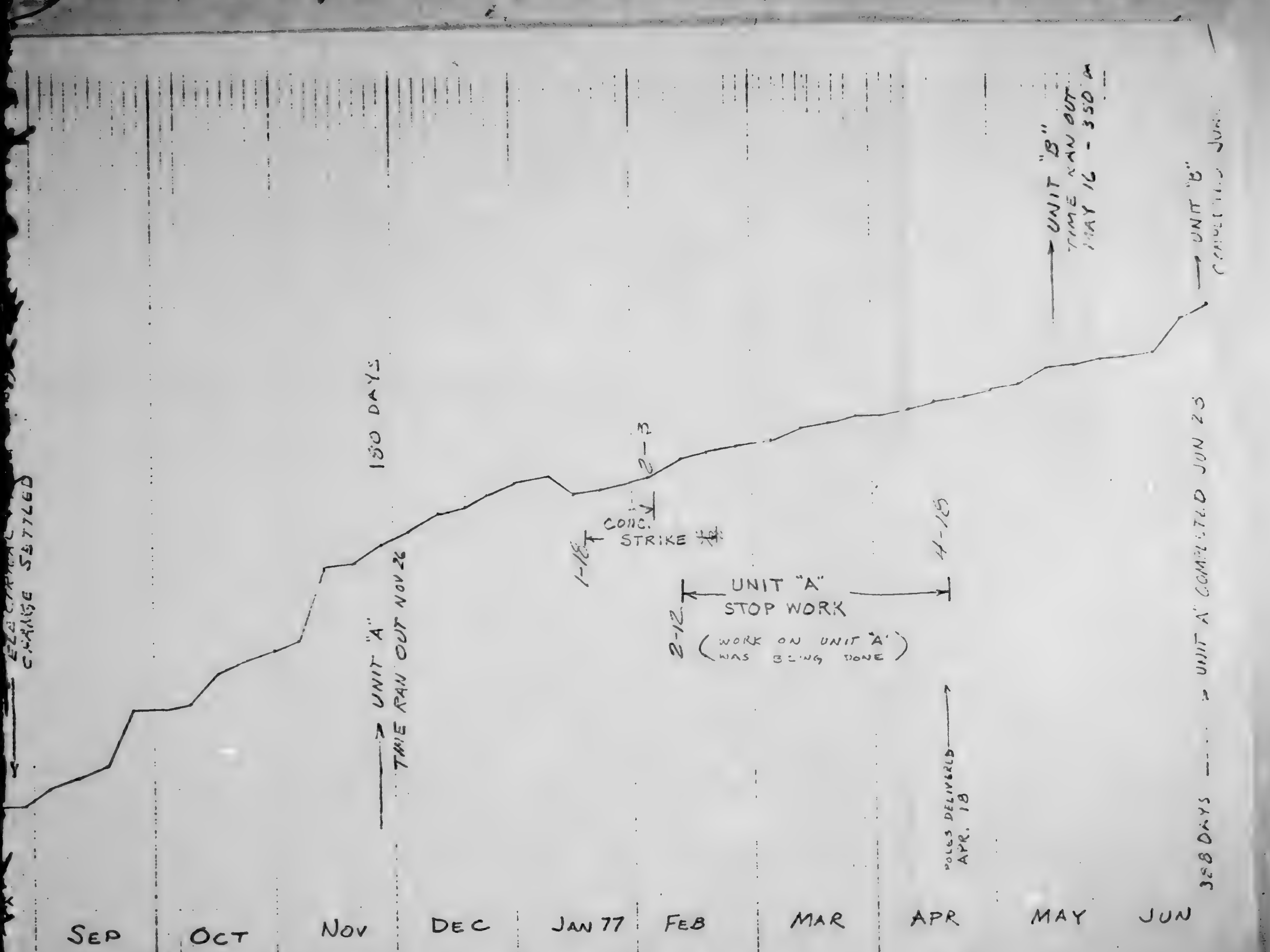
EXHIBIT B

TABULATION OF TIME RELATED SUBCONTRACTOR PROBLEMS

DATE	SUB	TOPIC	TIME Days	Recomended Days by Res. Engi
10/13/76	Electrical	Major Illumination Revision	183	54
1/13/77	Electrical	Weather Prevented Progress	7	6
1/19/77	Concrete	Notification of Strike	-	16
1/20/77	Landscape	Concern for Progress - 170 Days to Complete		0
3/7/77	Landscape	Modification of Drip System	0	0
4/18/77	Landscape	Substitute Wall Mount for Controllers	0	0
~~7~~4/18/77	Landscape	Project Impact Delay	30	0
4/25/77	Landscape	Delay to Sod Delivery - Adverse Weather	0	0
5/1/77	Electrical	Unable to get MBE Painter to the Site	14	0
5/2/77	Concrete	Request time from Strike & Weather	34	2
5/2/77	Landscape	Interface with Electrical Problems		
		Weather Delay Sod	4	0
		Extra Time to Properly Plant Trees	14	0
5/5/77	Landscape	Additional Delay to Sod Weather	7	0
5/10/77	Landscape	Too Wet for Sod Delivery	2	0
		Total		78



N. OSWEGO AVE - N. BURR AVE.
CONT. 8354.



N. OSWEGO AVE - N. BURR AVE.
CONT. 8354.

8354

9

January 20, 1978

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

On January 19, 1978, we wrote to you concerning release of final payment on Contract No. 8354 awarded to Columbia West Materials and Constructors, Inc., for work in the N. Oswego Avenue-N. Burr Avenue (Portland) Section of Columbia Blvd. in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $607,748.83 including $431.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials
  and Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Employers Mutual Liability Insurance
  Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION 9-77

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS

Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. M-0944(1) M-9956 (1)

VOUCHER PERIOD: 6-26-75 6-7-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$57,505.34	$56,028.21	85.80%	$48,072.20	$ 48,072.20	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Oswego Ave.-N. Burr Ave (Portland) Section)					
	Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$56,028.21	
	Total Preliminary Engineering Cost				$56,028.21	
	Total Participating Cost				$56,028.21	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 1,477.13	
	Total Nonparticipating Cost				$ 1,477.13	
	Total Cost				$57,505.34	
	Prepared based on costs shown on Federal Billing as of 6-10-77					
	AMOUNT CARRIED FORWARD.					

FORM PR-20A (6-71)

GPO 914-021

10-18-77

```
                        326    1943      296     00 N 9                          789.71              54,772.20CR
                        326    1943      298     00 N 9                          789.71CR            48,072.20
                        326    1943      299     00 N 9                                               6,700.00
                        326    1943      901     00 P 1                                              41,162.13
                        326    1943      901     00 N 1                                               1,477.13
                        326    1943      902     00 P 1                                                 178.64
                        326    1943      905     00 P 1                                               5,676.26
                        326    1943      906     00 P 1                                               1,112.61
                        326    1943      910     00 P 1                                                 820.16
                        326    1943      911     00 P 1                                               2,032.37
                        326    1943      912     00 P 1                                               2,958.40
                        326    1943      913     00 P 1                                                 125.00
                        326    1943      914     00 P 1                                                 448.92
                        326    1943      920     00 P 1                                                 279.65
                        326    1943      921     00 P 1                                                 289.28
                        326    1943      923     00 P 1                                                 239.76
                        326    1943      924     00 P 1                                                 481.30
                        326    1943      950     00 P 1                                                 155.13
                        326    1943      980     00 P 1                                                  68.60
                                         TOT     P1                                                  56,028.21
                                         TOT     N1                                                   1,477.13
                                   ** JOB TOTALS **             **               **                  57,505.34  **

RK-SE FAIRVIEW AVENUE   CONT NO        FA PROJ NOS M   822003 100                                                 STA
                        326    1949      901     00 P 1            4.81            4.81                   4.81
                        326    1949      902     00 P 1          127.57          127.57                 127.57
                        326    1949      910     00 P 1          971.91          971.91                 971.91


DATE JOB COST SUMMARY                                              SEPTEMBER 1977           PAGE  408

                                                                        FISCAL              GRAND TOTAL
ON OF JOB OR DEPARTMENT        PREFIX      FUNCTION    GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                        326    1949      911     00 P 1           21.82           21.82                  21.82
                                         TOT     P1             1,126.11        1,126.11               1,126.11
                                   ** JOB TOTALS **             1,126.11  **    1,126.11  **           1,126.11  **
```

JCS

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen F.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
REFERRED BY FINAL DESIGN ENGINEER

Versteeg
son
Petersen POV
Scott
Gustafson
Savage
Trout

Portland
RECEIVED
AUG 17 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF OVERRUNS AND UNDERRUNS

Copy

Section N. OSWEGO AVE. - N. BURR AVE. Contract No. 8354

Highway COLUMBIA BLVD. Prefix 326-1065

Contractor COLUMBIA-WEST MATERIALS and CONSTRUCTORS Federal Aid No. M-9956(4)

	CONTRACT AUTHORIZATION	FINAL COST	PERCENT
Contract Amount	$ 623,435.50	$ 621,022.70	0.39 Under
Contingencies	$ 28,945.60	$ * 17,805.63	38.49 Under
Engineering	$ 57,891.20	$ 110,000.00	190.01 Over
Anticipated Items	$ 19,800.00	$ ** 15,589.73	21.26 Under
Add'l. Auth.	$ 0.00	$ 0.00	0.00
TOTAL	$ 730,072.30	$ 764,425.06	4.71 Over

* Additional Non Anticipated Price Agreements expected.

Explanation of Overruns and Underruns:

** Possible change, due to lack of final billings.

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
1	Mobilization	Lump Sum	$ 27,500.00	$ 27,500.00	0.00
2	Temporary Protection & Direction of Traffic	Lump Sum	$ 6,000.00	$ 6,000.00	0.00
3	Temporary Signs	Sq. Ft.	$ 2,555.00	$ 1,540.00	39.73
	Fewer signs needed, due to change in staging.				
4	Temporary Barricades	Each	$ 1,800.00	$ 1,300.00	27.78
	Fewer Barricades needed, due to change in staging.				
5	Temporary Continuous Rail Traffic Barrier	Lin Ft.	$ 4,550.00	$ 3,717.00	18.31
	Fewer Barriers needed, due to change in staging.				

1-6

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
6	Flagman	Hours	$2,280.00	$411.00	82.00 Un
	Little work was done in traffic, due to change in staging.				
7	Clearing & Grubbing	Lump Sum	$6,000.00	$6,000.00	0.00
8	Removal of Structures & Obstructions	Lump Sum	$4,000.00	$4,000.00	0.00
9	General Excavation	Cu. Yds.	$28,125.00	$28,423.65	1.06 Ov
10	Extra for Selected Topsoil Material	Cu. Yds.	$6,375.00	$6,739.25	5.71
11	Trench Excavation	Cu. Yds.	$29,041.00	$28,393.00	2.23 Un
12	Finishing Roadbed & Slopes	Lump Sum	$5,000.00	$5,000.00	0.00
13	Watering	M-Gals	$2,000.00	$125.00	93.75
	Original estimate to high. Work done during time of light showers.				
14	1"-0 Aggregate Base	Tons	$5,600.00	$7,027.44	25.49 Ov
	Additional aggregate used in "3R" line due to lowering of grade.				
15	Treated Base Mix	Tons	$55,200.00	$59,761.44	8.26 Ov
16	Cement in Treated Base Mix	Tons	$24,700.00	$23,213.97	6.02 Unde
17	Cement Treated S.G.	Sq. Yds.	$12,650.00	$12,422.85	1.80 Unde
18	Cement for Treated S.G.	Tons	$20,000.00	$14,889.00	25.56 Und
	Original estimate to high.				

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
19	Class B[illegible] Asph. Conc. Mix	Tons	$ [illegible]	$ [illegible]	[illegible]
20	Asphalt Cement in Mix	Tons	$ 26,[illegible]	$ [illegible]	2.24 Und
21	Asphalt in Tack Coat	Tons	$ [illegible]	$ [illegible]	[illegible]
22	12-inch Sewer Pipe	Lin. Ft.	$ 22,[illegible]	$ [illegible]	3.[illegible] Und
23	15-inch Sewer Pipe	Lin. Ft.	$ 13,[illegible].50	$ [illegible]	0.51 [illegible]
24	18-inch Sewer Pipe	Lin. Ft.	$ 7,475.00	$ 7,229.11	3.28 U
25	21-inch Sewer Pipe	Lin. Ft.	$ 4,528.00	$ 4,416.00	2.47 Und
26	Extra For Pipe Under Pavement	Lin. Ft.	$ 15,240.00	$ 13,035.00	14.47 Und
	Original estimate to high. Less pipe was used than estimated				
27	Concrete Manholes 10-Feet or Less Deep	Only	$ 7,680.00	$ 7,680.00	0.00
28	Concrete Manholes Over 10-Feet Deep	Only	$ 8,800.00	$ 8,800.00	0.00
29	Concrete Inlets Type P	Only	$ 11,750.00	$ 11,750.00	0.00
30	Guard Rail Type 1	Lin. Ft.	$ 399.00	$ 393.75	1.32 Und
31	Rail End Pieces Type A	Only	$ 30.00	$ 30.00	0.00

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
32	C.L.C. Chain Link Fence	Lin. Ft.	$ 9,860.00	$ 11,258.00	14.19 Over
	Fence was extended to protect school childrens walk.				
33	Concrete Walks	Sq. Yds.	$ 9720.00	$ 14,773.73	51.99 Over
	Original quantities under estimated.				
34	Sidewalk Ramps	Only	$ 150.00	$ 0.00	100.00 Und
	Deleted under Price Aggreement No. 4.				
35	Concrete Driveways	Sq. Yds.	$ 3,000.00	$ 4,716.20	57.21 Over
	Original quantities under estimated.				
36	Concrete Curbs	Cu. Yds.	$ 19,500.00	$ 19,867.50	1.88 Over
37	Extra for Asphalt Approaches	Only	$ 800.00	$ 600.00	25.00 Und
	Original quantities over estimated.				
38	Extra for Asphalt Walks	Sq. Yds.	$ 1,365.00	$ 1,523.70	11.63 Over
	Original quantities under estimated.				
39	Adjusting Manholes	Only	$ 1,000.00	$ 1,000.00	0.00
40	Reconstructing Concrete Manholes	Only	$ 2,475.00	$ 2,475.00	0.00
41	Wood Sign Posts	Lump Sum	$ 600.00	$ 600.00	0.00
42	Type C, D, H, I & LL Signs in Place	Sq. Ft.	$ 870.00	$ 880.00	1.15 Over
43	Pole Foundations	Lump Sum	$ 13,500.00	$ 13,500.00	0.00
44	Lighting Poles	Lump Sum	$ 20,000.00	$ 20,000.00	0.00

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
45	Luminaires & Ballasts	Lump Sum	$ 5,500.00	$ 5,500.00	0.00
46	Switching, Conduit, Poles, Lamps, Etc.	Lump Sum	$ 32,000.00	$ 32,000.00	0.00
47	Traffic Signal Installation Complete	Lump Sum	$ 26,000.00	$ 26,000.00	0.00
48	Roadside Seeding & Mulching	Acres	$ [illegible].00	$ [illegible]00.00	[illegible]
	Original quantities over estimated.				
49	Furnishing & Planting Trees	Only	$ 3,000.00	$ 2,975.00	0.83 U
50	Sod Lawn	Lump Sum	$ 22,000.00	$ 22,000.00	0.00
51	Irrigation System	Lump Sum	$ 25000.00	$ 25000.00	0.00
PA 1	Document Additional Depth Curb		$	$	
	Documentation Only				
PA 2	Document Methods		$	$	
	Documentation Only				
PA 3	Add Guard rail	Lump Sum	$ 1,815.00	$ 1,815.00	0.00
PA 4	Delete Bid Item 34 & Credit for ? Mulch	Lump Sum	$ - 400.00	$ - 400.00	0.00
PA 5	Relocate Ell Pole Footing No. 4 100 feet west.	Lump Sum	$ 1,241.00	$ 1,241.00	0.00
			$	$	

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
EWO 1	On the Job [illegible]		$ 800.00	$ 187.60	76.55 Und
EWO 2	Temp. Erosion Control		$ [illegible].00	$ 0.00	100.00 Und
	[illegible] Was not needed				
EWO 3	[illegible]		$7[illegible].00	$ 243.80	65.17 [illegible]
	Original Estimate to high				
			$	$	
			$	$	
			$	$	
SFO 1	City of Portland Water Adjustments		$15,898.22	$ 11,918.38	25.03 U
	City of Portland Water Bureau original estimate to high.				
SFO 2	Signal Controller Testing		$ 750.00	$ 750.00	0.00
SFO 3	Permanent Pavement striping		$ 500.00	$ 1,183.75	136.75 Ov
	Additional construction striping needed.				
SFO 4	Bike Way Signs		$ 850.00	$	
	Final Amount is not available at this time from Salem.				
SFO 5	Construction Engineering by state forces		$ 16,390.63	$	
	Final Amount is not available at this time from Salem.				
			$	$	
			$	$	

8354 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.OSWEGO AVE.- N.BURR AVE. (Portland)

WEEK ENDING: JUNE 25, 1977

SECTION PREFIX: 326-1065

HIGHWAY: FAUS 0944 (COLUMBIA BLVD.)

COUNTY: MULTNOMAH

NAME OF JOB: N.OSWEGO AVE.-N.BURR AVE.(PTLD)

KIND OF WORK: G - P - SIGN - ILLUM - SIGNALS - LDSP.

CONTRACTOR: COLUMBIA-WEST MATERIALS, INC.

CONTRACT NUMBER: 8354

FEDERAL AID PROJECT NUMBER: M - 9956 (4)

DATE OF CONTRACT: MAY 11, 1976

DATE WORK STARTED: JUNE 4, 1976

ESTIMATED COMPLETION DATE: (A) June 23, 1977 (B) June 23, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION: 1

Specified Calendar DAYS (A) 180

SPECIFIED CALENDAR DAYS (B)= 350

Calender days used (A) 322

CALENDAR DAYS USED (B) 388

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED (A) 178.9% (B) 110.9%

PROJECT AUTHORIZATION: $ 730,072.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.0%

EXCLUSIVE OF ENGINEERING: $ 672,181.10

ENGINEERING AUTHORIZATION $ 57,891.20

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING +contingencies $ 659,843.07

ENGINEERING COST TO DATE $ 124,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.2%

ESTIMATED PERCENT Underrun 1.84 %

PERCENT OF AUTHORIZATION 214.2 %

DATE PROJECT WAS COMPLETED: June 23, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	B + C - Mix			T P & D
100	100	100	100	100			99

	Base	B + C- Mix			
MILES IN PROJECT	0.49	0.49			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,480 T	6,250 T			
TOTAL QUANTITIES CORRECTED TO DATE	9,129 T	6,215 T			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,129 T	6,215 T			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK: 1-Boom Truck & 1-Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Signals	Guardrail	Fence	Walks	Curb	Signing	Illumi-nation	Land-scaping
PERCENT	100	100	100	100	100	100	99	100

	WEATHER	Calendar Days CHARGED A	B	HOURS DELAY	CAUSE OF DELAY
SUNDAY	FAIR	1	1		
MONDAY	SHOWERS	1	1		
TUESDAY	PT. CLOUDY	1	1		
WEDNESDAY	FAIR	1	1		
THURSDAY	FAIR	1	1		Second Notification sent.
FRIDAY	FAIR	0	0		BEN GIFFORD
SATURDAY		0	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 28 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERA DESCRIPTION OF ACTIVITIES FO THE WEEK

JUNE 19 SUNDAY	NO ACTIVITY
JUNE 20 MONDAY	COLUMBIA: Misc. cleanup
JUNE 21 TUESDAY	HANSEN: Painting illumination poles. Tried to activate traffic signals, but failed. Note: Final inspection held today, all accepted except signals.
JUNE 22 WEDNESDAY	HANSEN: Painting illumination poles.
JUNE 23 THURSDAY	HANSEN: Painting illumination poles. Traffic signals activated and accepted. Note: Second Notification sent.
JUNE 24 FRIDAY	HANSEN: Finished painting illumination poles. Project complete.
JUNE 18 SATURDAY	NO ACTIVITY

REMARKS

SUMMARY: CONTRACTORS completed project.

ANTICIPATED: Semi-Final Estimate by July 15, 1977

THIS IS THE LAST WEEKLY REPORT.

VISITORS:		
	M.A. Craft, OSHD,	6-21-77
	D. Franklin, City,	6-21-77
	R. Gale, Singer	6-21-77

SIGNED Wayne J. Oberding LOCATION Portland

Wayne J. Oberding (Portland Street Construction Engineer)

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

Portland

Salem, Oregon
January 14, 1977

N. Oswego Ave.-N. Burr Ave.
(Portland) Section
FAU 0944 (N. Columbia Blvd.)
Multnomah County

Thomas L. Savage
Landscape Engineer

Wayne Oberding
Resident Engineer - Metro

Attention: William Kaisy

I have examined the mulch samples you sent me. My recommendations are as follows:

Sample #1	Acceptable for soil conditioner (with addition of 22-16-8 fertilizer @ 10 lbs. per 6 c.y. of composted bark)
Sample #2 and #3	Acceptable as bark mulch
Sample #4	Unacceptable because of too much wood chip content.

TLS:az

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JAN 17 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

copies to construction
& Region 1

995-6

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213
December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Larry Hancock

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up / /
Other

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO Prange
FOR

Info	Investigate	R/D	Action	File	Letter	Scope
			✓			

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-68)
SP•F204

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Portland
400 Sixth Ave. S.W.
Portland, OR 97204

Attention of Mr. Cowles Mallory

Request No. (assigned by staff engineer or head of division) cc 1648

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $80,310.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of N. Columbia Blvd. (N. Oswego Ave.- N. Burr Ave.) Covered by agreement dated 6/26/75		75,310.00
		To be retained		$ 5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 80,310.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-1065-295

Submitted by:
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible]

#5354

September 1, 1976

V. E. Skoog
Controller - Finance

L. W. Rulien
Program Management Engineer

Final Voucher Submission

On the following list of preliminary engineering projects, contracts have been awarded for the construction of the projects, therefore, would you please take the necessary action for submission of final vouchers on these projects.

F-121(3)	Tongue Point-Fern Hill Section
RF-DP-29(20)	Slater Cr.-Mystic Cr. Section
RF-182(6)	Forest Boundary-Little Beech Cr. Section
RF-14(17)	Sage Hen Hill-Hines Section
US-265(11)	Airport Rd.-Lancaster Drive Section
~~M-944(1)~~	~~N. Oswego Ave.-N. Burr Ave. Section~~
SU-592(2)	S. Tigard Intchge.-Boones Ferry Rd. Section
S-596(1)	S. Coos River (Landrith) Bridge Section
RS-605(1)	Old Hwy. 101-Rose Lodge Section
S-390(3)	N. Santiam River (Greens) Bridge Section
RS-561(2)	Decker Road-Jackknife Cr. Section
RS-32-106(1)	Lostine River (Wolfe) Bridge

CL:md

FAUS

9956

U.S. DE[illegible]MENT OF TRANSPORTATION
FEDERA[illegible]GHWAY ADMINISTRATION

STATE C[illegible]

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY 7-31-76 Multnomah	DIVISION Oregon
DATE OF INSPECTION 7-21-76	INSPECTION MADE BY C. T. Christianson, Area Engr CTC		PROJECT NO. M-0944(4)

IN COMPANY WITH
Marion Craft, Reg Constr Engr & Ed Holland, Res Engr, OSHD;
Wayne Oberding, Res. Engr, City of Portland

LOCATION
Columbia Blvd in NW Portland between intersections of Oswego and Burr Streets

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
Kossey
FOR
Info | Inves | R.D. | D/R | Sign | Act

CONTRACTOR NAME AND ADDRESS
Columbia West Materials and Constructors, Inc.
Longview, WA

AWARD DATE 5-11-76	CONTRACT AMOUNT $623,435.50	TIME ALLOWED 180 Cal Days	TIME STARTED 6-1-76	WORK STARTED 6-4-76
QUALITY OF WORK Sat.	PROGRESS OF WORK Sat.	TIME ELAPSED 14%	WORK COMPLETED 3%	

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

REMARKS

NORTH OSWEGO-NORTH BURR SECTION
COLUMBIA BLVD.
Grading, Paving, Signing, Illumination, Signals & Landscaping

Work to be done under this contract consists of construction of highway roadbed, treated subgrade, treated base and an asphaltic concrete pavement. Incidental to this construction is the installation of highway signs, illumination, traffic signals and landscaping consisting of trees, shrubs, vines and an irrigation system. This work is necessary to upgrade this segment of Columbia Blvd and reconstruct the entire roadbed structural section to support truck loadings on this major arterial access to the Rivergate Industrial area. The new construction maintains the same number of lanes but to current standards and includes provision for a buffer zone between the facility and a local residential neighborhood on a slightly revised location within the existing right of way.

Work performed to date includes general excavation in preparation of utility and drainage installations and the preparation of the initial stage of traffic control. Project records to date, including FEO, contract administrative records and initial materials supply are in order. Construction operations may be running slightly behind schedule but completion within contract time limits is anticipated.

Work in progress at this time included storm drain installation and utility work.

-2-76
Copies to:
Walt Hart
Ed Handt
Ed Holland
Wayne Oberding
Robert Church
Carl Olson
Jim Chidsey
Don Harwell
Tom Savage

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

FAUS

April 29, 1976

Mr. Cowles Mallory
City Engineer
City of Portland
400 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Mallory:

The Highway Division opened bids today on the N. Oswego Avenue-N. Burr Avenue Section of N. Columbia Boulevard, Urban System Project M-0944(4). Five bids were received and the low bid was submitted by Columbia West Materials and Constructors, Inc. of Longview, Washington.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$623,435.50
Anticipated Additional Items	19,800.00
	$643,235.50
Contingencies (4-1/2%)	28,945.60
Engineering (9%)	57,891.20
	$730,072.30

City's Estimated Share:

11% of $730,072.30 = $80,307.95

Advance Deposit = $80,310.00

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Please make your check in the amount of $80,310 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, 9200 S. W. McLoughlin Boulevard, Milwaukie, 97222.

Very truly yours,

GEZ

for Richard Unrein
Urban Engineer

GEZ:sch

cc: Wayne Oberding
Project Manager

bc w/att: Jon Rose--Upon receipt of city's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-188 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______

Depositor: City of Portland

Amount: $80,310

Section Responsible for Monitoring Project: Region 1

Estimated Completion Date: June 1, 1977

CARD 2

Purpose: Construction Adv. Deposit for Urban System project

Other Information (File #, FA Project, etc.): M-0944(4)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly *(2)* ☐ Upon Completion *(3)* ☐ Other ______

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 326-1065 PE Prefix ______

(4) ☐ SCA *(7)* ☐ Off System
(5) ☒ Urban *(8)* ☐ Title II, Normal
(6) ☐ FAS-C *(9)* ☐ Title II, Grade Crossing

Remarks: N. Oswego Ave.-N. Burr Ave. Section
N. Columbia Blvd., FAU 0944

Prepared by Gary E. Zehner Date 4/29/76
Gary E. Zehner

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-188

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor: City of Portland

Remarks: Construction Adv. Dep. for
N. Oswego-N. Burr Sec., N. Columbia Blvd., M-0944(4)

Received by ______

Form 81-734-1382

N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION

FAS 0944 (N. COLUMBIA BLVD.)

MULTNOMAH COUNTY

FAP. M-0944(4)
0.49 Mile Grade, Pave, Illumination,
Signals, Landscaping

Bids Received April 29, 1976

1.	Mobilization	All	Specified		$ ~~42,700.00~~	27,500
2.	Temporary Protection and Direction of Traffic	All	Specified		6,000.00✓	
3.	Temporary Signs	365	sq.ft.	6.00 7 -	~~2,190.00~~	2,555
4.	Temporary Barricades	18	only	100.00✓	1,800.00✓	
5.	Temporary Continuous Rail Traffic Barriers (Reflectorized)	1,300	lin.ft.	~~7.00~~ 3^{50}	~~9,100.00~~	4,550
6.	Flagmen	200	hours	~~14.00~~ 11^{50}	~~2,800.00~~	2,300

ROADWORK

7.	Clearing and Grubbing	All	Specified		~~7,500.00~~	6,000
8.	Removal of Structures and Obstructions	All	Specified		~~6,000.00~~	4,000
9.	General Excavation	18,750	cu.yds.	~~2.75~~ 1^{50}	~~51,562.50~~	28,125
10.	Extra for Selected Topsoil Material	2,550	cu.yds.	~~4.00~~ 2^{50}	~~10,200.00~~	6,375
11.	Trench Excavation	5,140	cu.yds.	~~7.00~~ 5^{65}	~~35,980.00~~	29,041
12.	Finishing Roadbed and Slopes	All	Specified		5,000.00✓	
13.	Watering	200	M-gals.	10.00✓	2,000.00✓	
14.	1"-0 Aggregate Base	800	tons	~~5.00~~ 7 -	~~4,000.00~~	5,600
15.	Treated Base Mixture	6,900	tons	~~6.50~~ 8 -	~~44,850.00~~	55,200
16.	Cement in Treated Base Mixture	380	tons	~~70.00~~ 65 -	~~26,600.00~~	24,700
17.	Cement Treated Subgrade	23,000	sq.yds.	~~0.65~~ 0^{55}	~~14,950.00~~	12,650
18.	Cement for Treated Subgrade	400	tons	~~70.00~~ 50 -	~~28,000.00~~	20,000
19.	Class "B" or Class "C" Asphalt Concrete Mixture	6,250	tons	~~8.00~~ 9^{25}	~~50,000.00~~	57,812.50
20.	Asphalt Cement in Mixture	400	tons	~~70.00~~ 65 -	~~28,000.00~~	26,000
21.	Asphalt in Tack Coat	3	tons	~~130.00~~ 150 -	~~390.00~~	450
22.	12-inch Sewer Pipe	3,790	lin.ft.	~~6.50~~ 7^{75}	~~24,635.00~~	29,372.50
23.	15-inch Sewer Pipe	1,350	lin.ft.	~~8.75~~ 9^{75}	~~11,812.50~~	13,162.50
24.	18-inch Sewer Pipe	650	lin.ft.	~~11.00~~ 11^{50}	~~7,150.00~~	7,475
25.	21-inch Sewer Pipe	283	lin.ft.	~~12.50~~ 16 -	~~3,537.50~~	4,528
26.	Extra for Pipe Under Pavement	2,540	lin.ft.	~~10.00~~ 6 -	~~25,400.00~~	15,240
27.	Concrete Manholes, 10 Feet or Less Deep	12	only	~~650.00~~ 640 -	~~7,800.00~~	7,680

28.	Concrete Manholes, Over 10 Feet Deep	8	only	~~725.00~~ 1,100	$ ~~5,800.00~~	8,800
29.	Concrete Inlets, Type P	47	only	~~350.00~~ 250	~~16,450.00~~	11,750
30.	Guard Rail, Type 1	38	lin.ft.	~~10.00~~ 10^{50}	~~380.00~~	399
31.	Rail End Pieces, Type A	2	only	~~25.00~~ 15 –	~~50.00~~	30
32.	CL-6 Chain Link Fence	2,320	lin.ft.	~~7.50~~ 4^{25}	~~17,400.00~~	9,860
33.	Concrete Walks	1,440	sq.yds.	~~9.00~~ 6^{75}	~~12,960.00~~	9,720
34.	Sidewalk Ramps	1	only	~~175.00~~ 150 –	~~175.00~~	150
35.	Concrete Driveways	300	sq.yds.	~~12.50~~ 10 –	~~3,750.00~~	3,000
36.	Concrete Curbs	260	cu.yds.	~~85.00~~ 75 –	~~22,100.00~~	19,500
37.	Extra for Asphalt Approaches	8	only	100.00 ✓	800.00	
38.	Extra for Asphalt Walks	910	sq.yds.	~~3.50~~ 1^{50}	~~3,185.00~~	1,365
39.	Adjusting Manholes	10	only	~~150.00~~ 100 –	~~1,500.00~~	1,000
40.	Reconstructing Concrete Manholes	3	only	~~500.00~~ 825 –	~~1,500.00~~	2,475
	SIGNING					
41.	Wood Sign Posts	All	Required		~~540.00~~	600
42.	Type "C","D","H","I", and "EE" Signs in Place	87	sq.ft.	10.00 ✓	870.00	
	ILLUMINATION					
43.	Pole Foundations	All	Specified		~~22,800.00~~	13,500
44.	Lighting Poles	All	Specified		~~33,200.00~~	20,000
45.	Luminaires and Ballasts	All	Specified		~~9,800.00~~	5,500
46.	Switching, Conduit, Wiring, Lamps, Etc.	All	Specified		~~35,000.00~~	32,000
	TRAFFIC SIGNALS					
47.	Traffic Signal Installation, Complete	All	Specified		~~36,450.00~~	26,000
	LANDSCAPING					
48.	Roadside Seeding and Mulching	2	acres	~~600.00~~ 500 –	~~1,200.00~~	1,000
49.	Furnishing and Planting Trees	120	only	~~40.00~~ 25 –	~~4,800.00~~	3,000
50.	Sod Lawn	All	Specified		~~23,000.00~~	22,000
51.	Irrigation System	All	Specified		~~40,000.00~~	25,000
		For Comparison of Bids			~~$753,667.50~~ $623,435.50	

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		~~$753,667.50~~	$623,435.50
Anticipated Additional Items:			
Permanent Pavement Striping	500.00		
Temporary Erosion Control	200.00		
On-The-Job Trainee (1)	800.00		
Signal Controller Testing	750.00		
Bikeway Signs	850.00		
Adjust Utilities:			
City of Portland Water	16,000.00		
Furnish Water Meter	700.00		
		19,800.00	
		~~$773,467.50~~	643,235.50
Contingencies (4-1/2%)		34,806.04	28,945.60
Engineering (9%)		69,612.08	57,891.20
Estimated Net Authorization, Constr.		$877,885.62	730,072.30

11% = $80,307.95

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #15 - MULTNOMAH COUNTY FAUS

OWNER: OREGON STATE HIGHWAY DEPARTMENT

N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION
N. COLUMBIA BLVD. IN PORTLAND

DATE: APRIL 29, 1976

PAGE 1

R.A. Hatch Bend 713,341

Cascade Const. Co. Port. 689,183^{20}

1. Columbia West Mad. 623,435^{50}
2. Peter Kiewit Vanc. 669,673^{50}
3. K.F. Jacobsen Port 679,039^{50}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Mobilization	1	27,500	25,000	23,000
	L.S.	Temporary Protection and Direction of Traffic	2	6,000	5,000	18,000
365	S.F.	Temporary Signs	3	7-	6-	7-
18	Only	Temporary Barricades	4	100	75-	100
1,300	L.F.	Temporary Continuous Rail Traffic Barriers (Reflectorized)	5	3^{50}	6-	5-
200	Hrs.	Flagmen	6	11^{50}	20-	15-
		ROADWORK				
	L.S.	Clearing and Grubbing	7	6,000	5,000	1,500
	L.S.	Removal of Structures and Obstructions	8	4,000	5,000	700
18,750	C.Y.	General Excavation	9	1^{50}	2-	3^{30}
2,550	C.Y.	Extra for Selected Topsoil Material	10	2^{50}	1^{50}	3^{75}
5,140	C.Y.	Trench Excavation	11	5^{65}	7-	5^{50}
	L.S.	Finishing Roadbed and Slopes	12	5,000	2,000	3,500
200	M-gals.	Watering	13	10-	6-	6-
800	Tons	1"-0 Aggregate Base	14	7-	8-	5^{75}
6,900	Tons	Treated Base Mixture	15	8-	10-	9^{75}
380	Tons	Cement in Treated Base Mixture	16	65-	65-	66-
23,000	S.Y.	Cement Treated Subgrade	17	0^{55}	0^{70}	0^{80}
400	Tons	Cement for Treated Subgrade	18	50-	46-	58-

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

PRINTED IN U.S.A.

PROJECT NO.: #15 - N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION, ETC. PAGE: 2 of 3

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
6,250 Tons	Class "B" or Class "C" Asphalt Concrete Mixture	19	9^{25}	10-	9^{75}
400 Tons	Asphalt Cement in Mixture	20	65-	65-	66-
3 Tons	Asphalt in Tack Coat	21	150	125	150
3,790 L.F.	12-inch Sewer Pipe	22	7^{75}	5^{80}	8-
1,350 L.F.	15-inch Sewer Pipe	23	9^{75}	6^{60}	10-
650 L.F.	18-inch Sewer Pipe	24	11^{50}	8^{10}	11^{75}
283 L.F.	21-inch Sewer Pipe	25	16-	11^{50}	17-
2,540 L.F.	Extra for Pipe Under Pavement	26	6-	10-	6^{20}
12 Only	Concrete Manholes, 10 Feet or Less Deep	27	640	1,000	650
8 Only	Concrete Manholes, Over 10 Feet Deep	28	1,100	1,800	1,200
47 Only	Concrete Inlets, Type P	29	250	400	200
38 L.F.	Guard Rail, Type 1	30	10^{50}	12-	12^{50}
2 Only	Rail End Pieces, Type A	31	15-	30-	18^{50}
2,320 L.F.	CL-6 Chain Link Fence	32	4^{25}	4-	4-
1,440 S.Y.	Concrete Walks	33	6^{75}	6^{50}	6^{50}
1 Only	Sidewalk Ramps	34	150	150	170
300 S.Y.	Concrete Driveways	35	10-	10-	9^{85}
260 C.Y.	Concrete Curbs	36	75-	70-	74-
8 Only	Extra for Asphalt Approaches	37	100	100	80-
910 S.Y.	Extra for Asphalt Walks	38	1^{50}	4-	1^{50}
10 Only	Adjusting Manholes	39	100	100	105
3 Only	Reconstructing Concrete Manholes	40	825	500	820
	SIGNING				
L.S.	Wood Sign Posts	41	600	1,000	450
87 S.F.	Type "C", "D", "H", "I", and "EE" Signs in Place	42	10-	8-	8-
	ILLUMINATION				
L.S.	Pole Foundations	43	13,500	12,000	13,400
L.S.	Lighting Poles	44	20,000	25,000	19,600
L.S.	Luminaires and Ballasts	45	5,500	5,000	5,400
L.S.	Switching, Conduit, Wiring, Lamps, Etc.	46	32,000	30,000	30,200

S-403a 5/72

PRINTED IN U.S.A.

PROJECT NO.: #15 - N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION, ETC. PAGE: 3 of 3

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	TRAFFIC SIGNALS				
	L.S. Traffic Signal Installation, Complete	47	26,000	25,000	26,000
	LANDSCAPING				
2	Acres Roadside Seeding and Mulching	48	500	600	500
120	Only Furnishing and Planting Trees	49	25-	25-	22-
	L.S. Sod Lawn	50	22,000	25,000	22,000
	L.S. Irrigation System	51	25,000	25,000	24,000

8354

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 3

April 19, 1976

FROM: F. B. Klaboe
Administrator and State
Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29 Bid Letting

TO:
FILE

Bids will be opened April 29 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Unity Rock Production Project
   John Day Highway, Baker County

   Rock production project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garden Valley Blvd Interchange
   Pacific Highway, Douglas County

   Grade and pave project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   10-foot shoulders are to be provided.

3. Condon Rock Production Project
   John Day Highway, Gilliam County

   Rock production project

   Same as No. 1

4. Pine Creek Road-Beede Reservoir Section
Central Oregon Highway, Harney County

Grading and paving project

Same as No. 2 except that 6-foot shoulders (4-foot shoulders on double climbing lanes) are to be provided.

5. White City-Linn Road Section
Crater Lake Highway, Jackson County

Grading and paving project

6-foot Class III bikeway will be provided.

6. Little Butte Creek Bridge Section
Agate Road, Jackson County

Structure

Same as No. 2 except that 30-foot 6-inch roadway will be provided.

7. Warner Rock Production Project
Lake County

Rock production project

Same as No. 1.

8. Salmon River Highway at Slick Rock Road Section
Salmon River Highway, Lincoln County

Grade and pave project
Left-turn refuge

Same as No. 2 except 4-foot shoulders will be provided.

9. DeFord Creek Bridge Section
FAS 124, Linn County

Grade, pave and structure

Same as No. 2 except that 8-foot shoulders on approaches and 41-foot 5-inch roadway on structure will be provided.

10. Malheur River (Russell) Bridge Section
FAP RS-23-122(1), Malheur County

    Structure

    Same as No. 2 except that 27-foot 5-inch roadway will be provided.

11. Lancaster Drive at State Street Section
FAUS 1615, Marion County

    Signals

    Same as No. 1.

12. Heppner Rock Production Project
Wasco-Heppner Highway, Morrow County

    Rock production project

    Same as No. 1.

13. SW Taylors Ferry Road-Lewis & Clark Law School Bikeway Section
Terwilliger Blvd (Portland),Multnomah County

    Grading and paving bikeway project

    9-foot Class II bikeway to be constructed.

14. West Portland Park and Ride Station
Pacific Highway West, Multnomah County

    Building with parking lots and incidental drives and approaches

    Sidewalks, ramps and bicycle racks to be provided.

15. N. Oswego Avenue-N. Burr Avenue (Portland) Section
N. Columbia Blvd (Portland), Multnomah County

    Grade and pave project

    8-foot Class II bikeway to be provided.

16. NE Union Avenue-NE 82nd Avenue Section
Columbia River Highway, Multnomah County

Headlight glare shield installation

Same as No. 1.

17. SE Foster Road-Oregon City Interchange Section
East Portland Freeway, Multnomah & Clackamas Counties

Illumination project

Same as No. 1.

18. Medical Springs Rock Production Project
Medical Springs Highway, Union County

Rock production project

Same as No. 1.

19. Lostine River (Wolfe) Bridge Section
FAS 32-106, Wallowa County

Structure

Same as No. 2 except 32-foot roadway will be provided.

DES:mc

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPR L AND/OR AUTHORIZATION

faus

FEDERAL AID PROJECT NO. M-0944 (4)

STATE PROJECT NO. N Oswego Ave-N Burr Ave

FROM:

G. L. Green, Division Administrator
Salem, Oregon 4-16-76

PROGRAM NO.

ITEM NO. M-68

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4/14/76

FEDERAL ROUTE NUMBER FAU 0944

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

You are authorized to proceed with actual adjustments for the City of Portland's water facilities effective 4/14/76. Reimbursement on an actual cost basis estimated to be $15,898.22, Federal funds $12,430.81 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☑ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/6/76 approved this project for inclusion in the Federal-aid program. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the City of Portland, Bureau of Water Works, consisting of your Utilities and Railroad Engineer's letter, the City of Portland's 3/16/76 letter, and the plans and estimate furnished by Mr. Cartwright's 3/24/76 letter.

DATE 4/16/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

ROW 18-4

March 24, 1976
Salem, OR 97310

Jack M. Cartwright
Utility Office Engineer

G. L. Green
Division Administrator

Federal Highway Administrator

Water Facilities Adjustment
N. Oswego Ave.-N. Burr Ave.
(Portland) Section
FAUS 0944, N. Columbia Blvd.
Multnomah County
Project No. M-0944([illegible])

Here is a copy of an estimate of cost to adjust the City of Portland, Bureau of Water Works' facilities dated March 16, 1976, and a sketch showing their proposed relocation.

A certification prepared by Frank Firsch as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated, and the Bureau of Water Works was advised verbally of the conflict by the City of Portland as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing the City to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by the City.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 are requested. Estimated cost to the State is $15,898.22.

JMC:jk
Enc.

cc: D. E. Swan
Robert Church

RECEIVED
COUNTY & CITY SECTION
APR 26 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
ROBERT C. BITTEN
CHIEF ENGINEER

E. No. 20-76
Date 3-5-76

JOB ESTIMATE

Atlas Sheet ____

Job No. ____

For ADJUST Water facilities

Origin OSHD FAU 0944 Dated ____

LOCATION
N. COLUMBIA BLVD
N. OSWEGO to N. Burr

Est. cost of: installing service, extending main, hydrant, adjusting water facilities to supply ____ service for
adjust Water facilities Due to FAU 0944
Lower 250ft 12" DI Main - Adjust 20 CIV Box's
Set Back meter - Adjust 15 meter Box's -
Install 2 - 12" Valves - Set Back 2 Fire Hydrants

BACKFLOW PREVENTION DEVICE REQUIRED
YES ____ NO ____
CITY ____ PRIVATE ____
APPROVED ____

Comb. ____ Hose Reel ____
Air Cond. ____ Hydrants ____
Boiler Feed ____ Chemicals ____
Medical ____

APPROVED IN COMPLIANCE WITH ACCOUNTING PROCEDURES
Date 3/12/76
Utility Auditor
Asst. Controller

Requested by ____
Phone Number ____

By ____
ROBERT C. HYLE, MANAGER

ESTIMATED COST

Total Material	①	5914.66
Total Labor	②	5106.58
Total Trucks and Misc. Equipment	③	1407.00
Pavement Repair Temp ColdMix	④	224.00
Engineering	⑤	709.80
+ PERMIT FEE'S ([illegible])	⑥	462.50
Sub-Total		13,824.54
+ 15% Overhead		2,073.68
Total Estimated Cost		15,898.22

(Good for 30 days)

Revenue ____ % ____
File Card ____
By ____ Checked ____

Submitted by: Marvin C. Walls Eng. Date 3/8/76
C. Neufeldt Eng. Date 3/10/76
Eng. Date ____

Approved ____ 3/10/76
CHIEF ENGINEER P.E. NO. 8223

Approved ____
ROBERT C. HYLE, MANAGER

CITY OF PORTLAND, OREGON Est. No. 10

ROBERT C. BITTEN
CHIEF ENGINEER

Date 3-5-76

JOB ESTIMATE

Atlas Sheet

Job No.

For Adjust Water Facilities

Origin OSHD FAU 0944 Dated

LOCATION

N. Columbia Blvd

MATERIAL			
Quant.	Kind	Amount	
250	ft 12" DI Pipe @ 9^{30}	2325	00
4	12" MJ Slvs @ 88	352	00
4	12" 11¼° Bds @ 57	228	00
52½	yds^3 Sand @ 3^{20}	168	
73½	yds^3 1½ [illegible] @ 4^{10}	301	35
4	12" MJ offsets @ 133	532	
6	[illegible] @ 1^{50}	9	
22	#2 C/W Ext @ 5^{79}	127	38
7	Tons Cold mix @ 11^{20}	78	40
4	ft ¾ Cu pipe @ .59	2	36
2	¾" [illegible] @ 1.77	3	54
1	[illegible] @ 4^{40}	4	40
1	[illegible] meter [illegible] @ 2.14	2	14
16	#3 meter box complete @ 13^{75}	220	00
2	12" Cutting in Slv @ 66^{00}	132	00
4	12" Retainer Glands @ 44^{00}	176	00
2	12" MJ Gates @ 323^{00}	646	
6	ft 8" A/C Pipe @ 1.35	8	10
36	ft 6" DI @ 4^{10}	147	60
4	6" Retaining Gland @ 14	56	
2	yds^3 Conc. @ 26.70	53	40
2	#2 C/W Top Sec. @ 30^{00}	60	00
	Sub-Total	5632	67
	+ 5% Stock Handling	281	99
	Total Material (1)	5914	66

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amount	
Backhoe	5^{75}	26	149	50
Scoop	5.75	40	230	
Dump Truck	5.75	60	345	
Pick-Up	1.50	40	60	
Service Tr.	2.25	72	162	
Frm Car	1.50	16	24	
Crane #13				
Crane mtd. trk's.	5.75	8	46	
Wolding tr.				
Comp. trl. mtd.	4.50	48	216	
Comp. tr. mtd.	2.25	4	9	
Hydra Hammer	14.50	8	116	
Rock Drill				
Power Sweeper				
Cement Tr.	8.25	2	16	50
4 Tom Flat Bed				
Traffic Signal Lite				
Tap Machine				
Pipe Saw	5^{50}	6	33	
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
(3) Total			1407	00

CITY OF PORTLAND, OREGON
ROBERT C. BITTEN
CHIEF ENGINEER

Est. No. - 76
Date 3/5/75

JOB ESTIMATE

Atlas Sheet

Job No.

For Adjust Water Facilities

Origin OSHD FAU 0944 Dated

LOCATION
N. Columbia Blvd

LABOR				
Classification	Rate	Hrs	Amount	
Foreman	12.13	48	582	24
Mechanic	10.38	112	1162	56
Utility Worker	8.63	112	966	56
Grademan	8.63	40	345	20
Water Works Helper	8.03	120	963	60
Common Laborer				
AEO #2	9.13	44	401	72
CEO #1	9.41	40	376	40
CEO #2	10.27	26	267	02
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation	.86	48	41	28
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe				
Total Labor	(2)		5106	58

ENGINEERING			
Design	Rate	Hr	Amount
Engineer			
Draftsman	10.98	32	351
Inspector	12.12	4	48
Survey Crew	35.67	8	285
Eng. Material	.15	44	6
SUB-TOTAL			691
			+
EQUIPMENT			
Survey Truck	1.50	8	12
Inspector Car	1.50	4	6
SUB-TOTAL			18
(3) TOTAL ENGINEERING			709

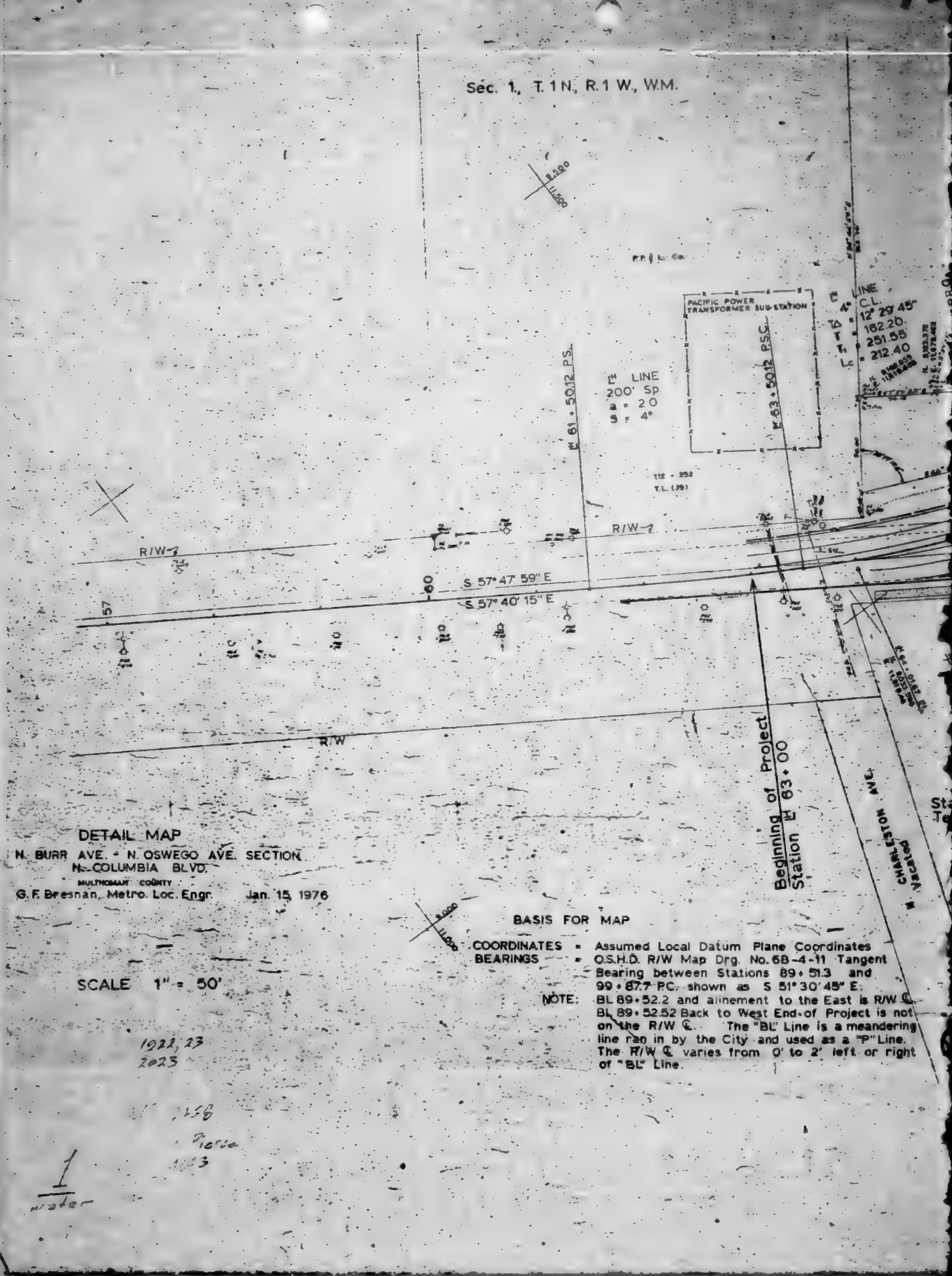
PAVEMENT REPAIR

Kind Temp Sq. Ft.

20 Tons Cold mix @ 11.20 (4)	224
PAVEMENT REPAIR COST	224

Remarks:

Est. by Date 3/8/7
Checked by Date 1-3-7



DETAIL MAP

N. BURR AVE. - N. OSWEGO AVE. SECTION
N. COLUMBIA BLVD.
MULTNOMAH COUNTY
G.F. Bresnan, Metro. Loc. Engr. Jan. 15, 1976

SCALE 1" = 50'

BASIS FOR MAP

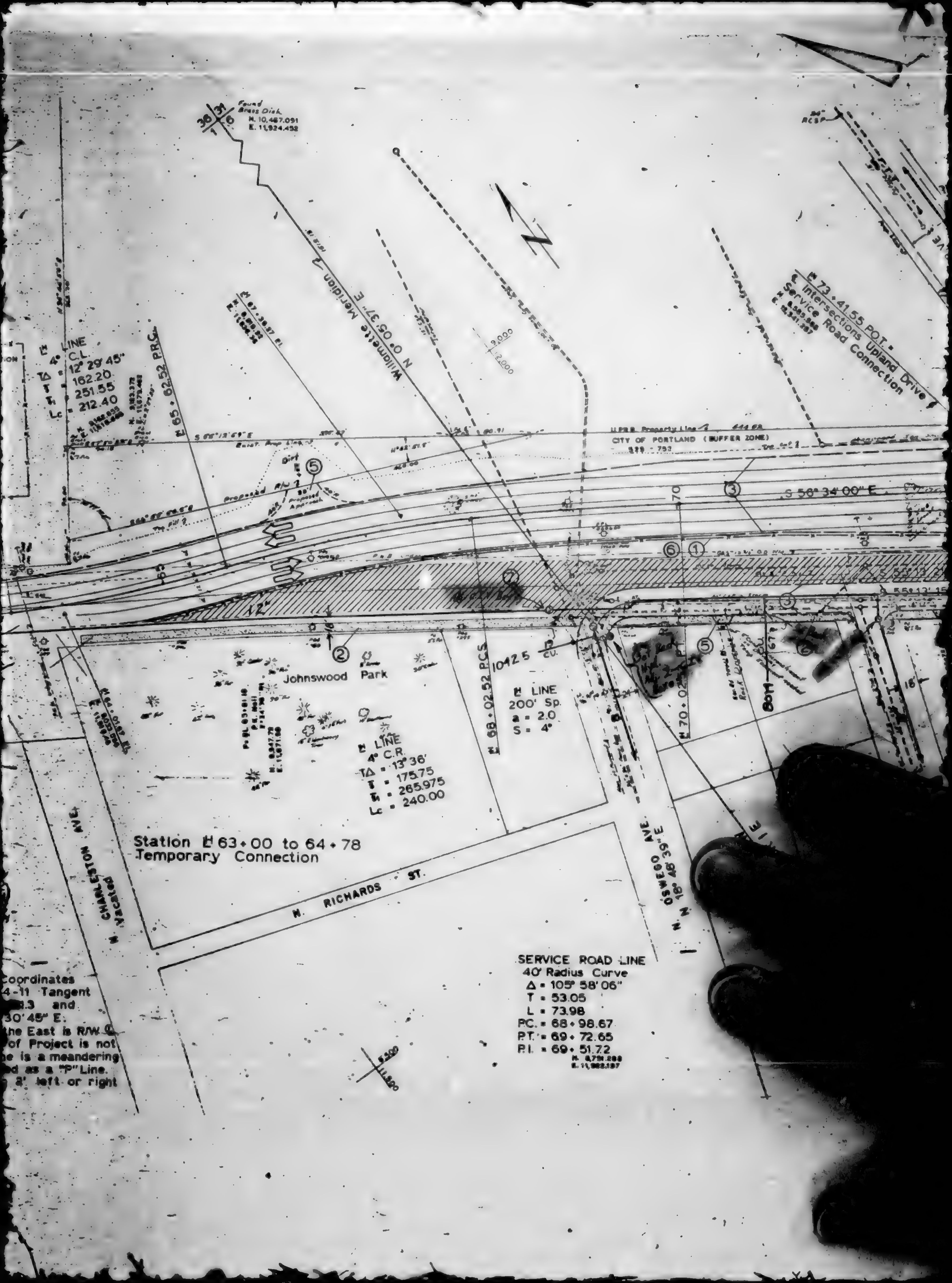
COORDINATES = Assumed Local Datum Plane Coordinates
BEARINGS = O.S.H.D. R/W Map Drg. No. 6B-4-11 Tangent Bearing between Stations 89 + 51.3 and 99 + 87.7 P.C. shown as S 51° 30' 45" E.
NOTE: BL 89 + 52.2 and alinement to the East is R/W ℄. BL 89 + 52.52 Back to West End of Project is not on the R/W ℄. The "BL" Line is a meandering line ran in by the City and used as a "P" Line. The R/W ℄ varies from 0' to 2' left or right of "BL" Line.

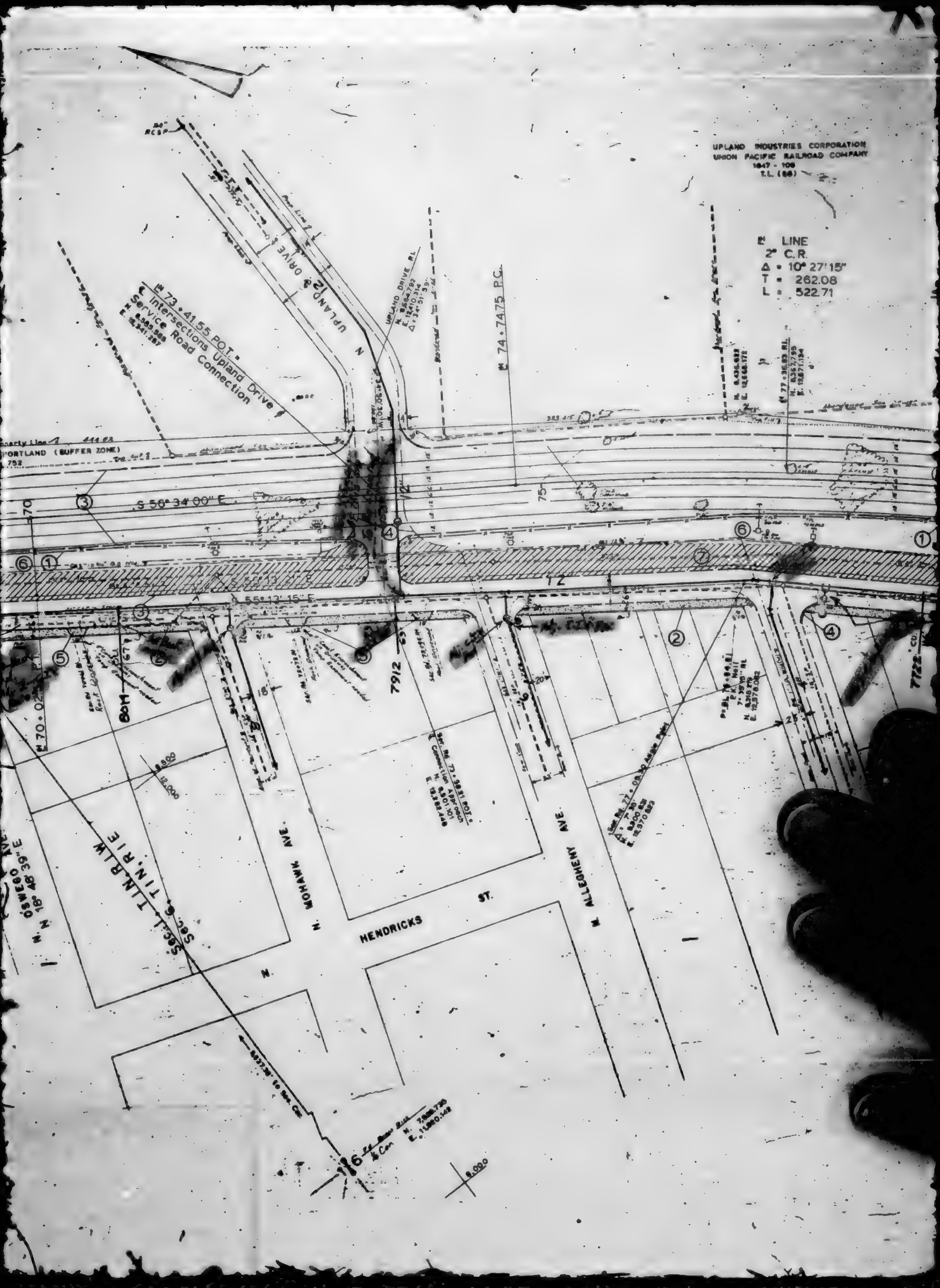
1922, 23
2023

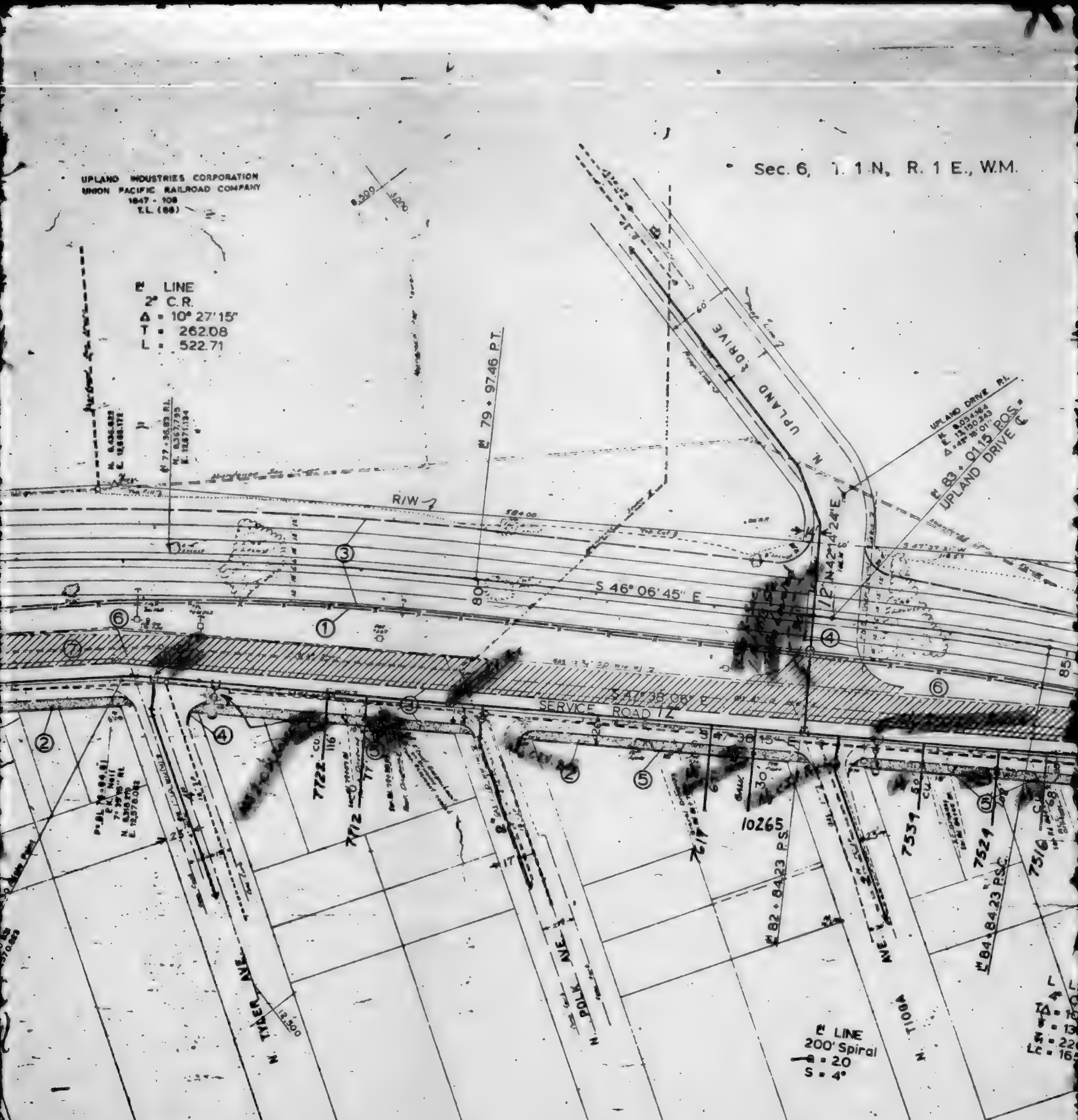
1158

Pierce
1023

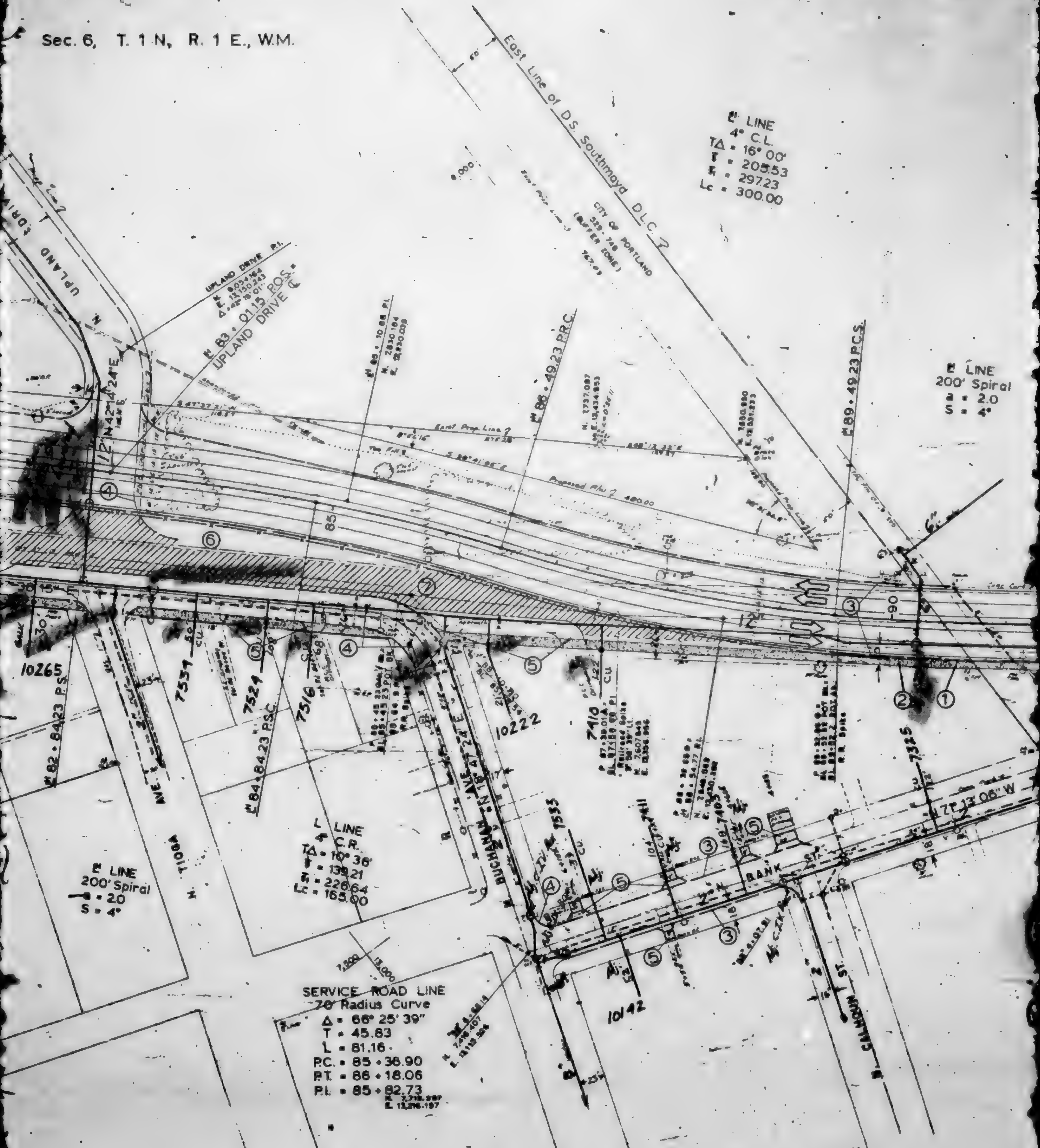
1
master

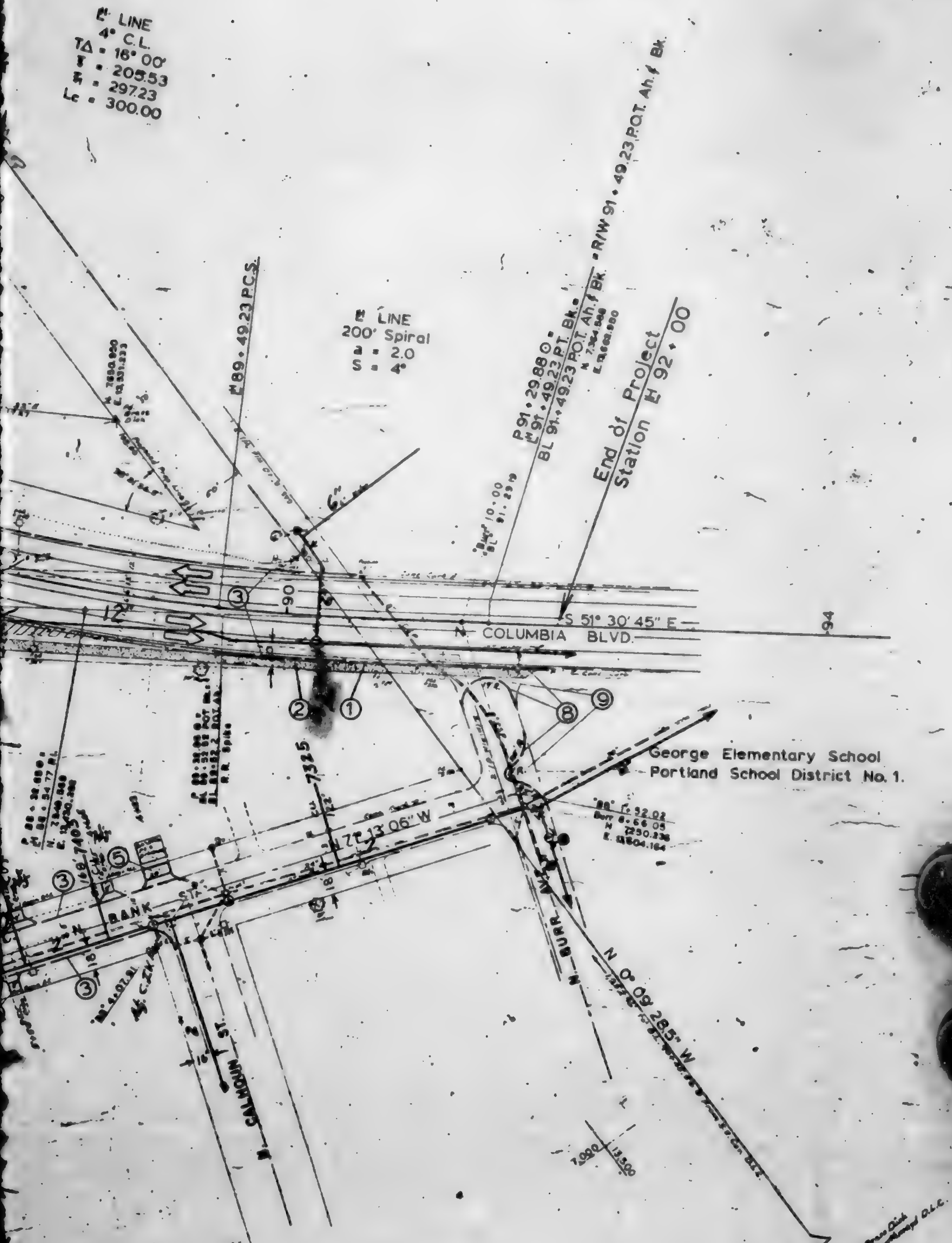
36/31
1/6
Found Brass Disk
N. 10,467.091
E. 11,924.452
Willamette Meridian
N 0° 05' 37" E
LINE
4° C.L.
Δ = 12° 29' 45"
T = 162.20
Ts = 251.55
Lc = 212.40
65 + 62.52 P.R.C.
9,000
12,000
73 + 41.55 P.O.T. =
Intersections Upland Drive
Service Road Connection
U.P.R.R. Property Line
CITY OF PORTLAND (BUFFER ZONE)
Dirt
Proposed Approach
Proposed R/W
S 56° 34' 00" E
70
12"
Johnswood Park
68 + 02.52 P.C.S.
1042.5
CU.
LINE
200' Sp.
a = 2.0
S = 4°
LINE
4° C.R.
Δ = 13° 36'
T = 175.75
Ts = 265.975
Lc = 240.00
70 + 02
Station 63 + 00 to 64 + 78
Temporary Connection
N. CHARLESTON AVE. Vacated
N. RICHARDS ST.
N. OSWEGO AVE.
N 18° 48' 39" E
SERVICE ROAD LINE
40' Radius Curve
Δ = 105° 58' 06"
T = 53.05
L = 73.98
P.C. = 68 + 98.67
P.T. = 69 + 72.65
P.I. = 69 + 51.72
Coordinates
4-11 Tangent
3 and
30' 45" E.
he East is R/W
of Project is not
e is a meandering
d as a "P" Line.
8' left or right
9,500
11,500


UPLAND INDUSTRIES CORPORATION
UNION PACIFIC RAILROAD COMPANY
1647 - 106
T.L. (66)
℄ LINE
2° C.R.
Δ = 10° 27' 15"
T = 262.08
L = 522.71
℄ 73+41.55 P.O.T. =
℄ Intersections Upland Drive
Service Road Connection
UPLAND DRIVE
N
℄ 74+74.75 P.C.
PORTLAND (BUFFER ZONE)
S 56° 34' 00" E
S 55° 13' 15" E
70
75
7912
7722
80M
N. MOHAWK AVE.
N. ALLEGHENY AVE.
HENDRICKS ST.
N.
N. OSWEGO AVE.
N 18° 48' 39" E
℄ 70+02
SEC. 6 T1N R1E
12,000
8,000
9,000


Sec. 6, T. 1 N., R. 1 E., W.M.
UPLAND INDUSTRIES CORPORATION
UNION PACIFIC RAILROAD COMPANY
1947 - 108
T.L. (88)
℄ LINE
2° C.R.
Δ = 10° 27' 15"
T = 262.08
L = 522.71
℄ 79 + 97.46 P.T.
R/W
S 46° 06' 45" E
S 47° 38' 08" E
SERVICE ROAD
S 47° 38' 15" E
N 42° 14' 24" E
N. UPLAND DRIVE
60'
UPLAND DRIVE P.I.
Δ = 48° 18' 01"
℄ 83 + 01.15 P.O.S.
UPLAND DRIVE ℄
S 47° 37' 21" W
80
85
①
②
③
④
⑤
⑥
⑦
7722
7712
116
7717
10265
℄ 82 + 84.23 P.S.
7539
7521
7516
℄ 84 + 84.23 P.S.C.
N. TYLER AVE.
N. POLK AVE.
N. TIOGA AVE.
12,300
℄ LINE
200' Spiral
a = 2.0
S = 4°
L
L
Δ = 1
T = 13
R = 22
Lc = 165
SERV
-70
P.C.
P.T.
P.I.

Sec. 6, T. 1 N, R. 1 E., W.M.





CONS

① Const. Ty

② Const. 8

③ Const. T

④ Remove

⑤ Const. D

⑥ Const. D

⑦ Remove

⑧ CONST. T

⑨ Backfill

GENERAL NOTES:

1, SETBACK 2 HYD.

2, ADJ. 20 C.I.V. BOX

3. Set back 1-Meter Bo

4. Adj. 15-Meter Box

5. Install 1-Traffic

6. Lower 250' of 12

7. INSTALL 2 12" VALVES

CONTACT WATER BUREAU OPERATION

PRIOR TO IMPROVING STREET. TE

CONSTRUCTION ITEMS -

①	Const. Type CL-6 Fence	2,650 Lin. Ft.
②	Const. 8-Foot Wide P.C.C. Sidewalk & Bike Path	2,080 Sq. Yd.
③	Const. Type "C" Curb	9,150 Lin. Ft.
④	Remove P.C. Conc. Curb	810 Lin. Ft.
⑤	Const. Driveway Approaches	15 Only
⑥	Const. Dirt Fill Sound Berm, 3:1 Side Slopes	Gen. Exc.
⑦	Remove A.C. Pavement	7,040 Sq. Yd.
⑧	CONST. Type "F" Curb	250 Lin. Ft.
⑨	Backfill & A.C. Pavement	

GENERAL NOTES:

1, SETBACK 2 HYD.
2, ADJ. 20 C.I.V. BOXES.
3. Set back 1-Meter Box
4. Adj. 15-Meter Boxes
5. Install 1-Traffic Lid
6; Lower 250' OF 12" MAIN
7. INSTALL 2 12" VALVES

CONTACT WATER BUREAU OPERATIONS DIVISION PRIOR TO IMPROVING STREET. TEL. 248-4874.

School
rict No. 1.

SCALE 1" = 50'

RECEI
COUNTY & CITY SECT
APR 26 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ [illegible]
☐ UPE ☐ CE ☐ BE ☐ UPE ☐

	2,650 Lin. Ft.
ike Path	2,080 Sq. Yd.
	9,150 Lin. Ft.
	810 Lin. Ft.
	15 Only
opes	Gen. Exc.
	7,040 Sq. Yd.
	250 Lin. Ft.

WATER ENGINEERS
76 JAN 26 AM 11 : 31

RECEIVED
COUNTY & CITY SECTION
APR 26 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ DE ☐ DPE ☐

54

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-0944(4)

STATE PROJECT NO. N.Oswego Ave.-N. Burr Ave.

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. M-68

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-7-76	4-7-76	FAU 0944
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Grade, Drain, Pave, Sign, Illumination, Signals and Landscape.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*)

Permanent Pavement Striping	$500
Temporary Erosion Control	200
On the Job Training	800

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4-6-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $830,684 - federal funds $649,510.

A signed copy of the title sheet is returned herewith.

DATE 4-13-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Scale 0

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 9, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: N. Oswego Ave.-N. Burr Ave.
(Portland) Section
FAU 0944 (N. Columbia Blvd.)
Multnomah County

The City has requested a plan revision to provide a parking strip (about 3 feet) between the bikeway and the service road. The parking strip is for local service utility poles and water meters. The service road will move 3 feet into the landscape mound area.

The revision will increase the bikeway concrete walk quantities by 6 inches. The service road excavation, cement treated subgrade, aggregate base and base course A. C. quantities will be decreased. The change has the approval of Mr. Christensen and Mr. Versteeg.

I discussed the revision with Cliff Christianson, FHWA, and received verbal approval.

I informed Marion Craft, Region Construction Engineer, of the plan change.

We will revise the plan sheets after the letting date (April 29) and distribute them to all concerned with the project. The landscape and illumination plan sheets should be revised also.

FE:jh
cc: L. L. Wallace
D. O. Christensen
W. H. Sample
T. L. Savage

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 9 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FAUS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/6/76

BY (Signature): L.W. Rulien's 3/24/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
18	M-0944(4)	0.49	850,000	664,600	**Location** N Oswego Avenue- N Burr Avenue Section (Portland) Multnomah County State of Oregon **Work** Grade, drain, pave, illumination, signals, and utility adjustments

4-6-76

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4/6/76	G. L. Green, Division Administrator

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48
(Rev. 6-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 24, 1976

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St, N Oswego to N Burr Ave's (Portland) 65	ADT	PRESENT 5,350	FUTURE (66) 9,100 (70)	YEAR (71) 96 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr, Dr, H-T pav, Illum, Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 21	NUMBER 7 094

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U FEDERAL-AID 0944 (32)	STATE City St. (36) (37) U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6203/04 Y060		"N Oswego Ave.-N Burr Ave. (Portland) Section"	0.49	850,000	664,600	92,700	92,700 (City)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.49	850,000 (18) (23)	664,600 (24) (33)	92,700	92,700 (City)
1	14	PROGRAM APPROVAL DATES					REMARKS	

APR 6 1976

FHWA OREGON DIVISION

REMARKS Additional Data: Item No. 39;

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AF ■ UE
☑ DPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 24, 1976

riter spaces) to N Burr Ave's (Portland)	ADT	PRESENT 5,350	FUTURE 9,100	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W36	ITEM NO. 68

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0944	SEQ. NO. (4)	T. Projects Only POST MI.	DESIG.

stem	COUNTY NAME Multnomah		CODE 051	PROGRAM STAGE ☐ 1 OR ☒ 2
nd	ROUTE NO. U	FEDERAL-AID 0944	STATE City St.	U.S. --

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Util. adj. required.
wego Ave.-N Burr . (Portland) Section"	0.49	850,000	664,600	92,700	92,700 (City)	ROW-100' min; Access control-partial; Parking restrictions-complete.
PROJECT TOTALS	0.49	850,000	664,600	92,700	92,700 (City)	

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ PE ☐ CE ☐ RE ☐ RPE ☐

1976

EGON DIVISION

REMARKS
Additional Data: Item No. 39; Project No. M-0944(1)

-OVER-

N. OSWEGO AVE. - N. BURR AVE. (PORTLAND) SECTION

PROJECT NO. M-0944(1)

Project Data: The work under this project consists of grade, drain and high-type pavement to provide a basic 64-foot curbed section to accomidate four 12-foot traffic lanes, and a continuous median providing left turn refuge as required. Installation of traffic signal, illumination, signs and landscaping. Construction of a 28-foot frontage road and an 8-foot concrete walk/bikeway along the westerly side of the frontage road. Also incidental work common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and Dist. 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on June 16, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - - - Corridor/Design held Dec. 17, 1975.
(b) Location/Design - - - - - Granted by FHWA on March 26, 1976.

Control of Utilities: A State - City agreement was executed on June 26, 1975 to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State - City agreement was executed on June 6, 1975 to comply with Section 116, Title 23 USC.

Note: (1) This project is in Congressional District No. 3.
(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

Data for PR-37:

Roadway Code 6203/04 (Contractor's option) - - - -	$834,000
Utilities Code Y060 - - - - - - - - - - - - - - - - - -	16,000

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 6, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project I-5-6(80)296
West Portland Park & Ride
Oregon Project M-0944(1)
N. Oswego-N. Burr, Columbia Blvd.
Water Service Connection Fees

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of March 30, 1976, Mr. Bothman has requested a determination as to the extent of Federal participation eligible for water service connections to these projects. Attached to his letter is correspondence from the Portland Bureau of Water Works indicating their fees for such connections.

As you know, Federal funds can be used only for work and materials actually incorporated into the construction of the project. Costs related to maintenance, operations and agency administration are not eligible.

According to City Ordinance No. 139971 the "System Development" fee is clearly defined as a charge to cover probable costs of operations, maintenance and administration. This fee is a "maintenance" item and is clearly not eligible for Federal funding. Monthly service charges are in this same category.

We have also reviewed the proposed charges for installing the service and find them to be excessively high. These charges also seem to include costs other than construction.

Based on this review, Federal participation in water services to these projects should be on a Force Account basis covering labor, materials and equipment actually incorporated into the project. The meter testing charge is also eligible as a quality control cost applied to the equipment.

For Malach
G. L. Green

cc:
OSHD (Bothman)

cy Schroeder

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
Rubin
FOR
Info | Inves

NOTED
R. L. SCHROEDER

RECEIVED
APR 7 1976
Office of
Assistant State Highway Engineer

FILE: UTILITIES
(OR BY PROJECT?)

1859

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

**OREGON STATE
HIGHWAY DIVISION**

March 30, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

NOTED
E. S. HUNTER

GLENN GREEN, Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Water service connection fees
West Portland Park & Ride Station, and
N. Oswego Ave.-N. Burr Ave., Columbia Blvd.

Attached are copies of letters from the city of Portland, Bureau of Water Works, listing the service connection fees for water service on the two subject projects.

There is a question about the city's ordinance charge which covers the actual cost of installing the service and connecting to the supply system. The cost of the meter is not included and will be provided by the contract.

The installation charge is a fixed amount based upon average costs with a base rate for roadways up to 40 feet in width, and additional charges for widths in excess of 40 feet. In the case of the projects in question, the services will be on the same side of the roadway as the supply mains, and the roadway width should have little bearing on the actual installation costs.

The systems development charge does not reflect an actual construction cost to initiate the water service.

In duscussing these charges with C. T. Christianson, he said the systems development charge and the installation charge in excess of the actual costs incurred may not be eligible for federal participation.

The Bureau of Water Works was notified of this possibility, but said charges were established by ordinance and they are unable to waive any part of the charge.

Please advise as to the extent of federal participation available.

cy Schneider
Rubin
4-7-76

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachments
cc: F. B. Klaboe
E. S. Hunter

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 2, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: OSWEGO AVENUE TO BURR AVENUE SECTION
North Columbia Blvd.
City of Portland

TO: J. H. VERSTEEG
Road Design Engineer

Here is one copy of the preliminary plans for the subject project signed by John Lang of the City Engineer's office indicating City approval. Although the City shows no changes on the approved plan, the accompanying transmittal letter indicates that a number of changes were actually made. A conversation with Wayne Oberding indicates that he has discussed the project with Fred Erickson and that a number of details have been modified to accommodate field conditions. Wayne says that the changes are in the nature of adjustments and would have no effect on quantities. A recent plans in hand review is covered by a memo written by Fred Erickson, and it is the City's intent to approve plans as modified at that review.

This method of review and approval by the City leaves a lot to be desired but apparently within the limited time available it is the best we can get.

REFERRED TO

___ Beard ___ ___ Reed ___
___ Coit ___ ___ Sample ___
FEE ✓ Erikson KEH ___ Watson ___
___ Hager ___ ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
___ Olson ___
2 Christensen Dox
___ Scott ___
3 Swenson
___ Savage ___
___ Trout ___

RECEIVED
APR 5 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___/___
Other ___

JR/lms
Attachment
cc: Max Klotz

CC: County-City

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

April 1, 1976

Oregon State Highway Department
9200 SE McLaughlin Blvd.
Portland, Oregon

Attention: Jon Rose
Regional Federal Aid Engineer

Gentlemen:

Subject: Review Plans N Oswego/N Burr Avenue
Section - Columbia Blvd. Project

Transmitted herewith one (1) approved copy of the preliminary plans for the subject project. There are some items in these plans which have been changed after the date of March 11th. However, for your information, the project plans are approved by the City.

Very truly yours,

Wayne J. Oberding

WAYNE J. OBERDING
Project Manager

WJO:ms

cc: John M. Lang, Chief
Bureau of Street & Structural Engr.

OE RE RME RCE FAE
TE RECEIVED RSM
UE APR - 1 1976 RSC
SO REGION 1 RBI
ENV LOC

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Stage Construction
2B	Temporary Protection & Direction of Traffic.
2C	Pipe Data
2D	Details & Summary
3	Plan & Profile
3A	Profile
4,5	Plan & Profile
6,7	Planting Plan
8,9	Irrigation Plan
10,11	Irrigation Plan (Electrical)

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSED

GRADING, PAVING, SIGNING, ILLUMINATION

N. OSWEGO AVE. ~ N. BURR

FAU 0944 N. COLUN

MULTNOMAH CO

APRIL, 1976

PRELIMINARY COPY
SUBJECT TO CHANGE

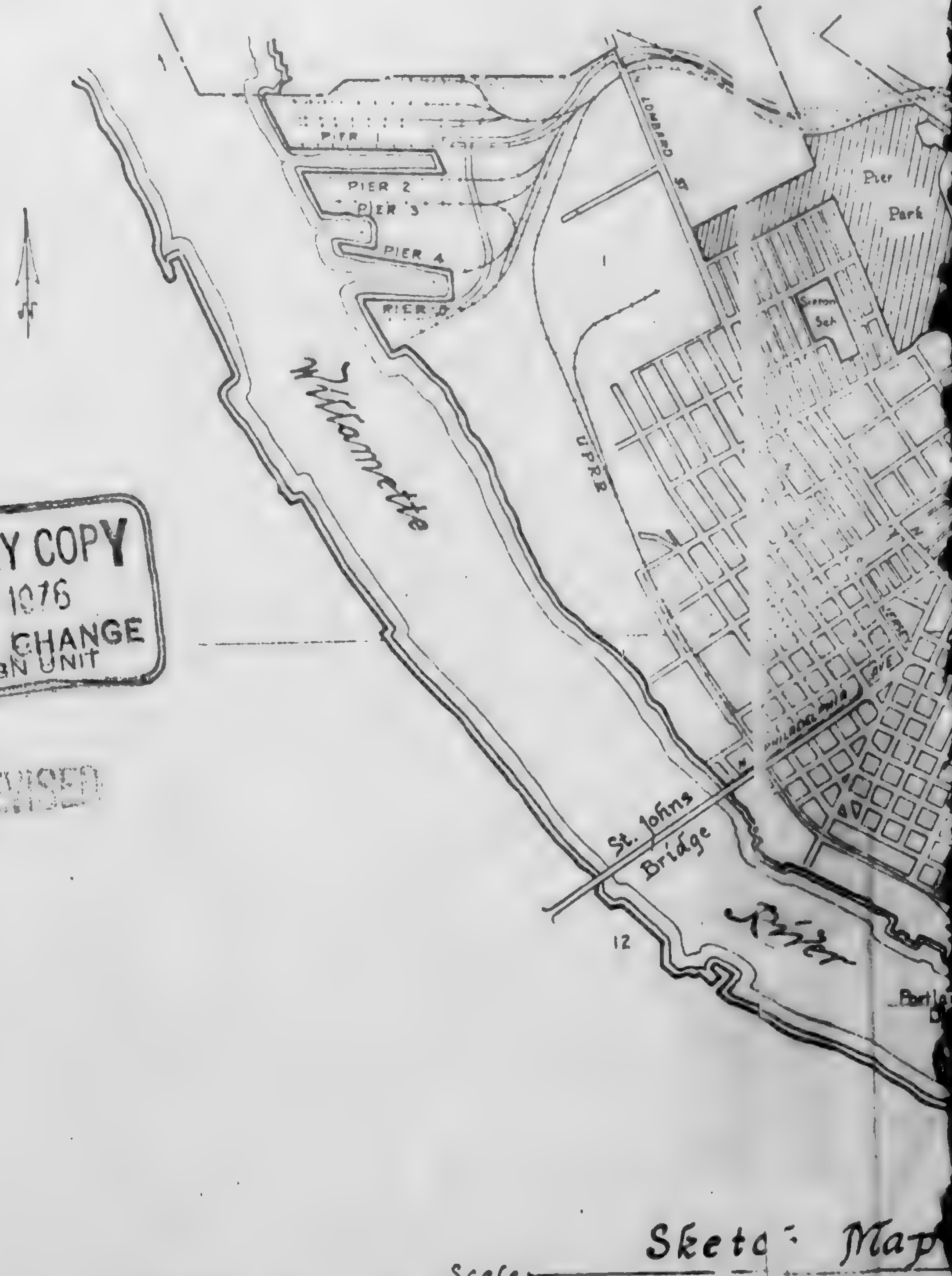
Drg. No's.

2050, 2050A	-Manholes
2077	-Driveways & Curbs
2105	-Concrete Inlets
2117	-Chain Link Fence
2126, 2126A, 2126B	-Guard Rail
2126C	-Portable Barricades
S-1, S-5, S-6, S-7, S-12	-Signing Standards
31250-31253 Incl.	-Illumination
2971, 2972	-Traffic Signals
1470, 1471, 1472, 1473, 1488, 1489	Signal Standards
L-1014, L-1015	-Irrigation Standards

PRELIMINARY COPY
MAR 22 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

Approved
Cowles Malloy
City Engineer
City of Portland
by John M Long



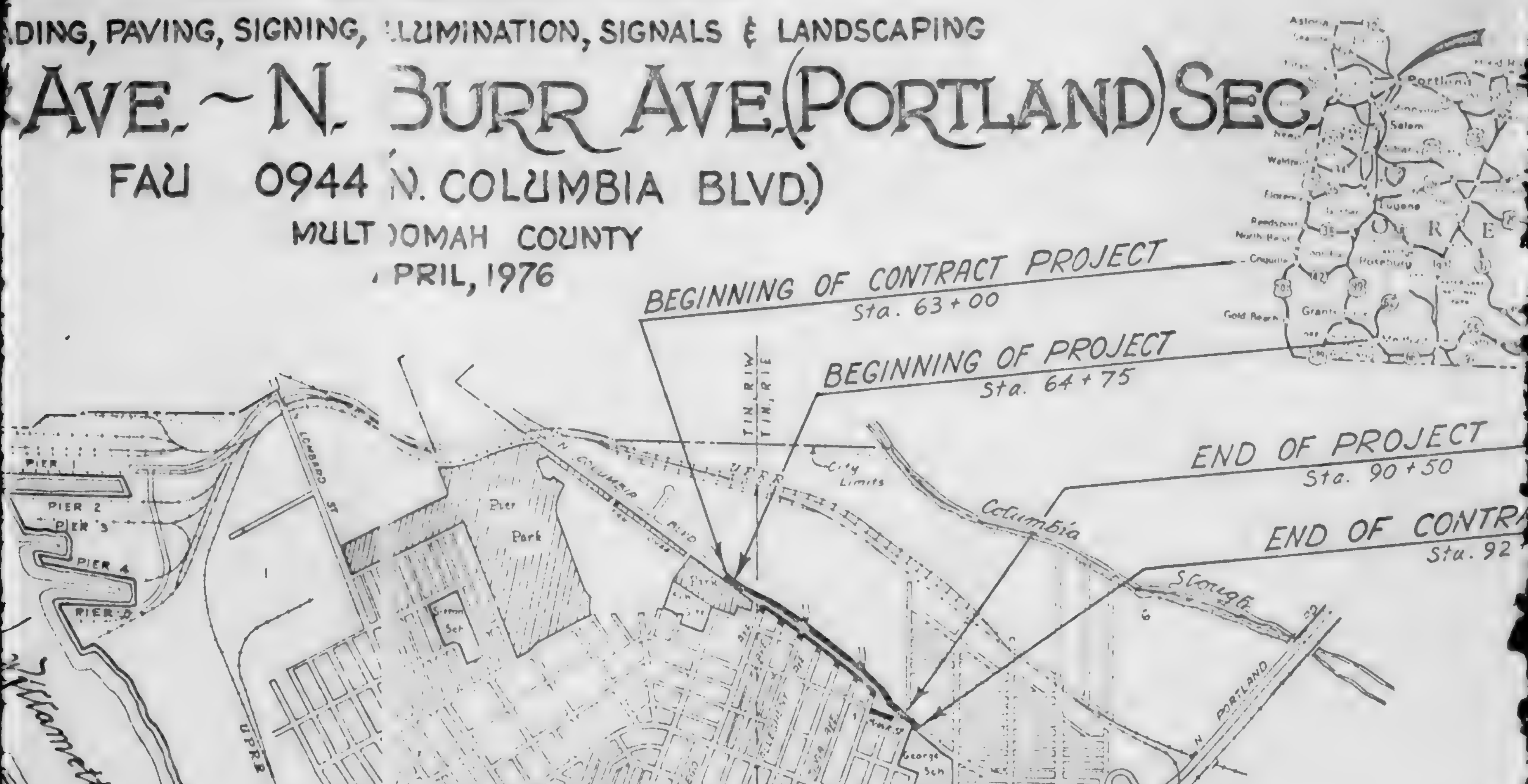
Sketch Map

Scale 0

Overall Length of Project 0.49 Mile

N.OSWEGO AVE.-N.BURR FAU 0944(N.CO MULTNOMAH	
FED ROAD Div. No.	STATE
10	OREGON

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT
ADING, PAVING, SIGNING, ILLUMINATION, SIGNALS & LANDSCAPING
AVE. ~ N. BURR AVE. (PORTLAND) SEC.
FAU 0944 N. COLUMBIA BLVD.)
MULTNOMAH COUNTY
APRIL, 1976



FRED B. KLABOE

Fred B Klabo

E. S. Hunter

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTME
FEDERAL HI
APPROVED:
DISTRIC

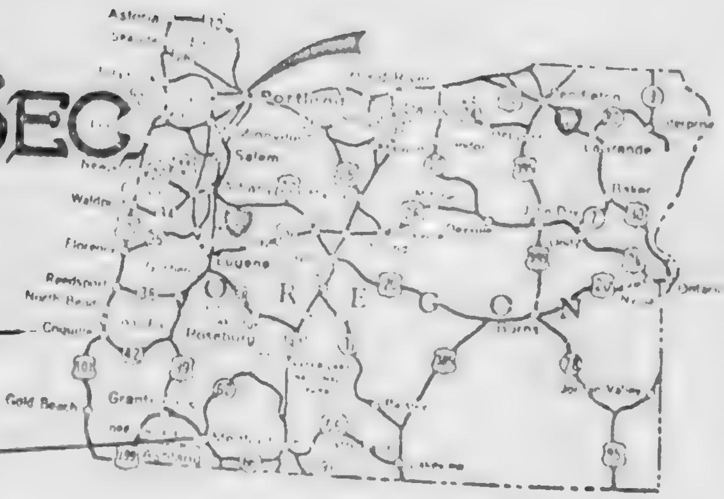
12V-289

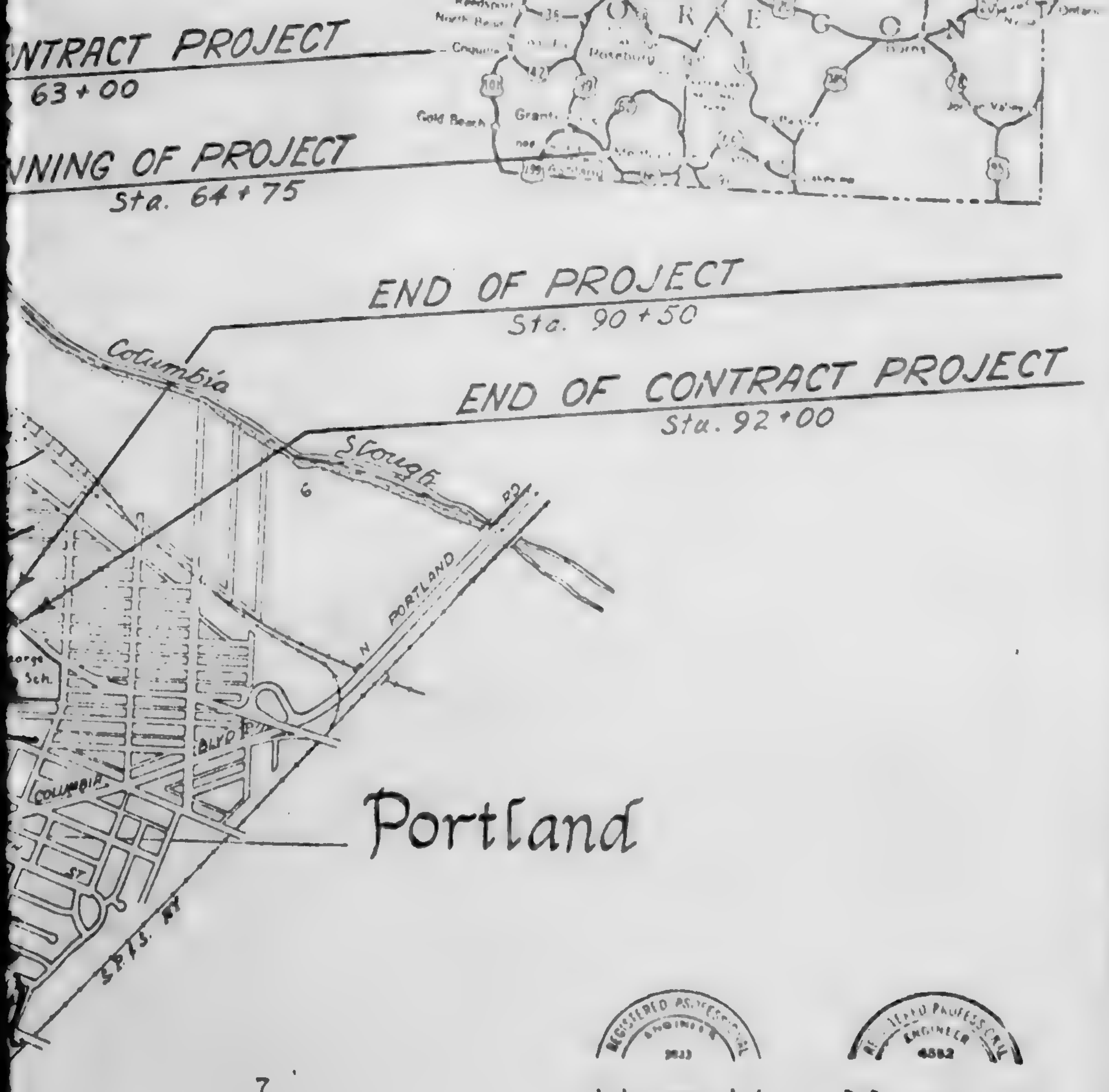
Overall Length of Project 0.49 Mile

N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SEC. FAU 0244 (N. COLUMBIA BLVD) MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

APING

RTLAND)SEC.





7

FRED B. KLABOE

EDGAR S. HUNTER
4582
MAY 13, 1960

Fred B Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter — DEPUTY HIGHWAY ENGINEER

EGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
om Walsh	COMMISSIONER
eorge M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

8354 N. Oswego Ave-N. Burr Ave. 1976
(Ptld) Sec. of N. Col. Blvd.
(Grad.,pav.,sign,ill.,sig. & ldsc)#1

C+A 5567

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1976

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

SUBJECT: N. Oswego Ave.-N. Burr Ave.
FAUS 0944 (N. Columbia Blvd.)
Multnomah County

TO: MEMORANDUM TO THE FILES

Preliminary plans for the project were reviewed March 24, 1976, in a meeting at the Region I office in Milwaukie and a subsequent field inspection was made. Participating in the review were:

Marion Craft	Region Construction Engineer, OSHD
Bryant Jackmond	Field Construction Engineer, OSHD
Ed Holland	Resident Engineer, OSHD
Bill Bergstedt	Assistant Resident Engineer, OSHD
Frank Bresnan	Resident Engineer, OSHD
Tom Savage	Landscape Unit, OSHD
Ken Husby	Designer, OSHD
Fred Eriksen	Design Team Supervisor, OSHD
Cliff Christianson	Area Engineer, FHWA
Wayne Oberding	Project Manager, City of Portland

Plan changes were proposed as follows:

1. Mr. Oberding was not satisfied with the cul-de-sac on North Burr Avenue. He felt something additional should be done to insure traffic on Burr Avenue would turn onto Bank Street. In reviewing this on the ground it does not appear to be a problem since the end of the cul-de-sac is only a couple of car lengths beyond the Bank Street curb line.

2. Mr. Oberding requested we change the surfacing design on North Bank Street and the Service Road to 4-inches of A.C. and 6-inches of Aggregate Base. I have discussed this with our Soils Section and they do not feel inclined to reduce the design strength. I informed Mr. Oberding of the Soils Section's position.

3. A stockpile area for berm material and topsoil near the beginning of the project on the right side of North Columbia Blvd. was not shown on the plans. This will be added to the plans.

4. It was proposed that the cul-de-sac on North Burr Street be constructed on stage 4 instead of stage 3. This would leave this access to North Columbia Blvd. open as long as possible.

5. Mr. Oberding advised the City will do the striping. It will not be necessary for the State to prepare a striping plan.

6. The 2-inch water meter for the irrigation system was indicated to be furnished and installed by the City. Mr. Oberding informed me that the meter should be furnished by the contractor. The City's normal policy is to furnish 1-inch and smaller meters. The City will tap the main, test and install the 2-inch meter and connect to the main.

7. The luminaire bases were discussed. Mr. Christiansen suggested consideration be given to using breakaway bases where the poles were behind the chain link fence. The Bridge Section has reviewed this with the FHWA. It was decided the present bases were acceptable.

8. The location of the project has been somewhat confusing. Most maps show the road as North Swift Blvd. The name was changed in the last year or two to North Columbia Blvd.

FE:jh
cc: C. T. Christianson
W. J. Oberding
M. A. Craft
O. B. Jackmond
J. E. Holland
G. F. Bresnan
Tom Savage
Ken Husby

1 Versteeg ✓
Olson
3 Christensen Doc
Scott
2 Swenson
Anderson
Trout

RECEIVED
MAR 30 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FILE: UTILITIES
(OR BY PROJECT?)

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Telephone 238-8226
METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

March 30, 1976

GLENN GREEN, Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Water service connection fees
West Portland Park & Ride Station, and
N. Oswego Ave.-N. Burr Ave., Columbia Blvd.

Attached are copies of letters from the city of Portland, Bureau of Water Works, listing the service connection fees for water service on the two subject projects.

There is a question about the city's ordinance charge which covers the actual cost of installing the service and connecting to the supply system. The cost of the meter is not included and will be provided by the contract.

The installation charge is a fixed amount based upon average costs with a base rate for roadways up to 40 feet in width, and additional charges for widths in excess of 40 feet. In the case of the projects in question, the services will be on the same side of the roadway as the supply mains, and the roadway width should have little bearing on the actual installation costs.

The systems development charge does not reflect an actual construction cost to initiate the water service.

In duscussing these charges with C. T. Christianson, he said the systems development charge and the installation charge in excess of the actual costs incurred may not be eligible for federal participation.

The Bureau of Water Works was notified of this possibility, but said charges were established by ordinance and they are unable to waive any part of the charge.

Please advise as to the extent of federal participation available.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

ebg

attachments
cc: F. B. Klaboe
E. S. Hunter

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
0944(1)

STATE PROJECT NO.
N Oswego Ave-N Burr Ave

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-39

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3/26/76

FEDERAL ROUTE NUMBER
FAU-0944

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $10,000, Federal funds $7,800.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 6/25/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/19/76 letter you are authorized to proceed with the work as shown above.

Also, as requested in Mr. Rulien's 3/19/76 letter, location/design approval is granted for this project.

DATE
3/26/76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-998

PRO-6-2

March 24, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0944(4)

We are submitting program data for one project, Item No. 68, Project No. M-0944(4), "N. Oswego Ave.-N. Burr Ave. (Portland) Section", which we desire to have included in the Urban System Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on April 29, 1976.

JG:re

Encl.

cc: E. L. Hardt (Region 1)

[redacted]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

March 24, 1976

CARD 2	REPORT NUMBER (19)	PROJECT LOCATION (45 typewriter spaces) (20) 21	ADT	PRESENT	FUTURE (66)	YEAR (70) (71) (72)	REGION	STATE NAME
	1	City St, N Oswego to N Burr Ave's (Portland)		5,350	9,100	96	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7
	Gr, Dr, H-T pav, Illum, Signal								M-	0944

CARD 4			
	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Multnomah	CODE: 051
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. U — FEDERAL-AID: 0944 (32) — STATE: City St. (36) (37)	U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6203/04 Y060		"N Oswego Ave.-N Burr Ave. (Portland) Section"	0.49	850,000	664,600	92,700	92,700 (City)
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.49	850,000 (16) (23)	664,600 (24) (33)	92,700	92,700 (City)
1	14	PROGRAM APPROVAL DATES										

REMARKS

Additional Data: Item No. 39; Pr

-OV

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 24, 1976

(typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
go to N Burr Ave's (Portland)		5,350	9,100	96	10	Oregon	41	W36	68

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
							M-	0944	(4)		

n System

rtland

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0944	City St.	--

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
N Oswego Ave.-N Burr Ave. (Portland) Section	0.49	850,000	664,600	92,700	92,700 (City)	Util. adj. required. ROW-100' min; Access control-partial; Parking restrictions-complete.
PROJECT TOTALS	0.49	850,000	664,600	92,700	92,700 (City)	

REMARKS

Additional Data: Item No. 39; Project No. M-0944(1)

-OVER-

N. OSWEGO AVE. - N. BURR AVE. (PORTLAND) SECTION

PROJECT NO. M-0944(1)

Project Data: The work under this project consists of grade, drain and high-type pavement to provide a basic 64-foot curbed section to accomidate four 12-foot traffic lanes, and a continuous median providing left turn refuge as required. Installation of traffic signal, illumination, signs and landscaping. Construction of a 28-foot frontage road and an 8-foot concrete walk/bikeway along the westerly side of the frontage road. Also incidental work common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and Dist. 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on June 16, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - - Corridor/Design held Dec. 17, 1975.
(b) Location/Design - - - - - Granted by FHWA on March , 1976.

Control of Utilities: A State - City agreement was executed on June 26, 1975 to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State - City agreement was executed on June 6, 1975 to comply with Section 116, Title 23 USC.

Note: (1) This project is in Congressional District No. 3.
(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

Data for PR-37:

Roadway Code 6203/04 (Contractor's option) - - - -	$834,000
Utilities Code Y060 - - - - - - - - - - - - - - - -	16,000

March 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Project No. M-0944(-)
N. Oswego Ave.-N. Burr Ave. (Portland) Section
N. Columbia Blvd. (FAU 0944)
Multnomah County

We request your approval of the location/design described in the enclosed study report for the subject project.

FHWA concurred on June 16, 1975 that this is a non-major action project.

The project is exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

One copy of the transcript of the "Corridor/Design Public Hearing" held December 17, 1975 was forwarded February 10, 1976. Accompanying the transcript was copies of the "Analysis of Testimony", "Hearing Notice Publications" and "Affidavids of Publications".

The Highway Division and local officials, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth in the enclosed study report is suitable for the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media. A copy of the request to the news media for publication was forwarded previously.

We further request your authorization to proceed with the P. S. & E. phase of preliminary engineering programmed under Project No. M-0944(1) at an estimated total cost of $10,000 with obligation of $7,800 in Federal funds.

JG:re

Encl.

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman (Metro)
F. E. Terpin
Gary Potter
B. L. Gifford
J. H. Versteeg
W. J. Hart
George Hopkins, Co-City
D. E. Swan
W. Wakerlig
W. [illegible]

[illegible]

CORRIDOR/ DESIGN STUDY REPORT

N. OSWEGO AVE. - N. BURR AVE. SECTION, COLUMBIA BLVD.
FAU 0944

In reference to and in support of testimony received at the public hearing, December 17, 1975 and the "Analysis of Testimony" containing the basic concept of the project as presented at the hearing, the City of Portland therefore Proposes: that the present alignment of N. Columbia Blvd. between N. Oswego Avenue and N. Burr Avenue are to be relocated northerly of the present alignment, and constructed to a 64 feet wide curbed, and paved roadway with all necessary drainage. A buffer strip to be constructed on the south side of the new road, containing a raised berm and landscaped the full length of the buffer strip. All residential streets abutting Columbia be closed to direct access to Columbia Blvd. A 28 foot wide frontage road be constructed along the north side of the southerly right of way line from N. Burr Avenue to N. Oswego Avenue to connect the residential streets and allow circulation of traffic within the residential neighborhood. A sidewalk bicycle path will be constructed along the south side of the frontage road from N. Burr Avenue to the westerly end of the project, approximately N. Charleston Avenue (vacated). A one-block section of N. Bank Street, between N. Buchanan Avenue and N. Calhoun Avenue, will be improved to facilitate the circulation of traffic between N. Oswego Avenue and N. Burr Avenue. A 6 foot safety fence will be constructed along the southerly side of the relocated Columbia Blvd. A 32 foot access roadway will be constructed, connecting the frontage road and N. Columbia Blvd. at the westerly intersection of N. Upland Drive between N. Mohawk Avenue and N. Allegheny Avenue and controlled by a traffic signal to be installed at the West Upland Drive-Access Road intersection with Columbia Blvd. Highway illumination, traffic striping and signing will be installed as part of the project. Landscaping to a lesser extent on the north side of the relocated Columbia Blvd. is also proposed in support of requests by the industrial properties on the north side.

WJO:lmc
3-18-76

Attachment: One copy of preliminary plan

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. 0944
Project Name N. Oswego Ave. N. Burr Ave. Sec., N. Columbia Blvd.
Multnomah Co., Ore.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 16 day of March, 1976

City of Portland, Oregon

Mayor

City Recorder

3-19-76
COPIES TO: J. R. Oakes
D. E. Swan
C. T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

83--

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 9, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: N. Oswego Ave.-N. Burr Ave.
FAUS 0944 (N. Columbia Blvd.)
Multnomah County

TO: E. S. Hunter
Deputy State Highway Engineer

The N. Oswego Avenue-N. Burr Avenue Section of the Columbia Blvd. is a four lane highway project 2,900 feet long. This is a FAUS project developed by the City of Portland and is estimated to cost approximately one million dollars. The landscape design was directed by representatives of the City of Portland and the contract plans were prepared by our Landscape Unit. Our cost estimates are as follows:

Trees	$ 3,500	
Shrubs	6,000	
Vines	3,500	
Mulch and Water	4,000	
	$17,000	$ 17,000
Irrigation System		58,000
Sod Lawn		23,000
	Total Contract Items	$ 98,000
E & C		$ 13,000
	TOTAL	$111,000

The State's share of the landscaping based on one-half of the match is approximately $12,000.

JHV:jh

RECEIVED
STATE HWY ENGR
MAR 9 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

3-9

Hal
Discuss with city as we decided.
Ed

8354

Yellow Copy

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 10, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Julien
Project Management

SUBJECT Public Hearing Transcript
N. Burr Ave.-N. Oswego Ave.
N. Columbia Blvd. (FAU 0944)
Multnomah County

In compliance with Federal statutes, regulations and the Oregon Action Plan, we are submitting a copy of a transcript of the Corridor/Design Public Hearing held in Portland, Oregon, on December 17, 1975 relative to the subject project.

DES:re

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. W. Head w/att.
G. A. Potter w/att.
J. H. Versteeg
F. E. Terpin w/3 att.
G. N. Hopkins
D. E. Swan w/att.
B. L. Gifford

URBAN SYSTEM CORRIDOR-DESIGN PUBLIC HEARING

December 17, 1975
George School
10000 N. Burr Avenue
Portland, Oregon 97203

RE: Columbia Boulevard- Burr to Oswego FAU 0944

MR. BILL LIND: Ladies and Gentlemen, the time is 7:00 P.M. Pacific Standard Time, December 17, 1975, and this is the time which has been scheduled for the public hearing. I have to say that like it's written (because) and we must get that into the record. Before we go into the explanation of the route and what the hearing is all about, Commissioner McCready, who is here tonight and has to make a 7:30 meeting, has asked if she could be called on first to make a statement. Commissioner McCready.

COMMISSIONER McCREADY: Thanks Bill. It's an eight o'clock meeting. I can stay until twenty-five minutes or twenty of. I just wanted to thank you all very much for coming. I want you to know that we are extremely interested in your input and that minutes are being taken of this hearing, and that they're going to be examined and incorporated into the final recommended design (from) by the City Engineers to me. And, they are going to be seriously considered and - it's so important that I skipped dinner and drove out here from City Hall right at the end of another meeting that I wanted you to know that we definitely want your input - and - I understand there's already two schools of thought out here and I gather we'll be hearing a lot more and whatever kinds of suggestions that you do have, or alterations, or modifications of the plans will seriously be considered in the recommendation they make. Thank you again for coming out on one of those scarce evenings before Christmas. Thanks.

MR. LIND: Thanks Commissioner McCready.

My name is Bill Lind and I'm from the Department of Public Works and acting in behalf of the City of Portland as the official presiding officer here tonight, and assisting me is Wayne Oberding, on my right, and Glen Pierce, on my left, both of them engineers in the City Engineer's Bureau of Street design.

This formal corridor-design hearing covers the N. Burr to N. Oswego Avenue portion of N. Columbia Boulevard reconstruction and it's designated as Federal Aid Urgan Project 0944. It is located within the City Limits of Portland. That has to go in the record too. It is proposed that this project will be financed with Federal, State and City funds under the Federal Air Urban System Act. The Federal Government funds 78% of the money and the State funds 11%, while the City funds the other 11%. Requests for the Federal Aid Urban Projects are channeled through CRAG (Columbia Region Association fo Governments) and through the State Highway Division and also the

Federal Highway Administration. The Federal Highway Administration must approve each stage of the project as we go along or it cannot go on to the next stage. There are a number of federal laws, rules, and regulations that govern the development of the FAU projects, and this hearing is being held in compliance with those laws and those rules. Now, from time to time I'll have to read some specific regulations into the record again that have to be just exactly as the federal government has written them. At this time, I'd like to read just one of those exerpts. It's the "Purpose of the Hearing."

> The purpose of this hearing is to ensure, to the maximum extent practicable, that highway locations and designs reflect and are consistent with Federal, State and local goals and objectives. The rules, policies, and procedures established by this hearing are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by highway departments before submission to the Federal Highway Administration for approval. They provide a medium for free and open discussion and are designed to encourage early and amicable resolution of controversial issues that may arise.

End of Purpose.

Now the hearing, - this hearing has been advertised in the legal notice section of the newspapers in this area, and that's also in conformance with the federal rules and regulations, and numerous meetings and hearings have been held in the area from time to time with people that live here, and a hearing was held this afternoon, informational hearing at lo'clock in the cafeteria, and we had our engineers here that would explain to you individually how your own personal property is being affected. Now those engineers are still - I guess they're out in the hall now, aren't they Wayne? - they're still out in the hall, and anyone who is interested in wnat is going to happen to their particular piece of property can go out there and get that information, and then later you can come back in here and make your statement, if you want to. Okay.

Now, we are expressly here this evening to give you, The Commissioner mentioned this, an opportunity to express yourself, and your telling us how you feel about the project. In this particular hearing you will be telling us how you feel about the project, generally speaking. And all this information will be fed into our electronic system there and we will hear it later, disseminate it, and eventually come to a conclusion and make a decision as to which route will be chosen. Now, if you want to be sure that your opinion is going to be recorded, please don't speak from your seat. You must come up and speak right into the microphone, because the electronic system is not very good in picking it up from long distances away. So it is important if you want to really be heard, speak in that little round mike right there.

In addition to any statements expressed here tonight, if you think of something later that you didn't say that you would like to say, why, you will have ten days in which you can write us a letter - you can write that to the City of Portland, Office of the City Engineer, on

SW Sixth Avenue. Now if you want to get the exact address, why later on this evening - why, you can ask one of the engineers or myself after the meeting is over, and you can then mail in your statement if you don't want to say it here. And the mailed communications that we get will be the same as though you made your statements here tonight, and will be considered part of the hearing.

The transcript of the hearing will be sent to the State Highway Division and the Federal Highway Administration for their review as well as the City's. It will be studied and will aid, of course, in evaluating the social, economic, and environmental effects that these proposals here are having.

If you wish to make an oral statement here tonight, just so we can have a little order in the way in which the meeting is conducted - I don't know whether all of you have a card like this - but if you do wish to make a statement, we'd like for you to fill it out and Steve Riddell over there will gladly pick it up and bring it up to me and I will call on you in an order that I will announce a little later.

The hearing will now--we will conduct it in the following manner; first the engineers will give an explanation of the purpose of the project and an engineering description of the proposal. Actually, there are two proposals. We're not making a direct recommendation, and both of those proposals are up there. And Wayne Oberding will and Glen Pierce will do the explaining. Then, I will have to make another statement, read into the record the analysis of the environmental impact on the project; then we'll call on you to get your input.

Wayne, would you now make the explanation of the project.

MR. WAYNE OBERDING: Thank you Mr. Lind. Good evening ladies and gentlemen. The project to be described here this evening is the reconstruction of a part of N. Columbia Blvd. from Burr Street to N. Oswego Street. Now this road was originally constructed in its present location to serve Oregon Shipyards in 1940 by the State Highway Department. The deterioration of this facility through the years caused by an inadequate base and heavy truck usage by refuse hauling and the transportation of goods and services to the shipping industry complexes, has been the cause of a high expenditure of maintenance and a severe noise and vibration problem for adjacent residential areas. The proposed project is one of several projects which have been constructed or planned for the future to create a 4-lane major arterial to serve the existing residential, commercial and industrial areas along its route, from an interchange with Interstate 205 in northeast Portland, at its easterly terminus, to the shipping terminals in northwest Portland and the developing Rivergate Industrial area northwest of the present City boundary.

The proposed project - N. Burr to N. Oswego section-was separated from a larger project, which was called N. Burr Avenue to the West City Limits, in order to respond to as quickly as possible to the needs of the residential neighborhood, primarily on the southerly side of the Columbia River Boulevard, or Columbia Boulevard, and between the boundary streets N. Burr and N. Oswego. Because this section did not require the purchase of R/W, it could be designed and constructed with the least amount of time involved.

In the past five months a number of meetings have been conducted with the citizen groups and a technical advisory committee elected by those citizen groups to explore the needs, the desires, and concerns of the people who will be affected most by the development of this project. Of first concern was the need of the southside residential area between the project limits to eliminate as much noise and ground vibrations caused by the heavy truck traffic as possible, and to close off the area to a free access of all the streets now connecting to Columbia Boulevard, to eliminate through traffic in the neighborhood as much as possible, and to create a landscaped buffer strip to separate the neighborhood from an industrial area to the north, and to maintain a multi-directional response corridor to the residential area and the industrial area for fire and police protection, to design a safer arterial road, to create a safe access to that road from the residential and industrial area if this access is desired.

We will discuss two proposals which address these problems. In order that you may follow the description of the proposed project, it should be explained that the orange color represents the surfacing of new pavement on Columbia Boulevard; the yellow indicates acceleration and deceleration lanes and new construction of existing city streets; the red indicates a new concrete bicycle path and sidewalk; the blue indicates a turning median between opposing traffic lanes on the main roadway. Columbia Boulevard will be constructed to a 64 foot wide curb to curb section, with drainage as part of the construction.

A description of the first proposal is as follows: Beginning at N. Burr Avenue, the easterly end of this project, the present alignment will be moved northerly on a reversing curb to parallel the present roadway and separated from that roadway by approximately 60 feet, to a point approximately opposite N. Oswego Avenue, at which point the new alignment will be curved back to meet the present roadway at approximately N. Charleston, which is now a vacated street and will not be connected to the roadway. At that point it will connect to the existing roadway. The present roadway between N. Buchanan Avenue and N. Oswego will be reconstructed to a 28 foot curbed frontage road with 8 foot sidewalk-bicycle path constructed on the south side. The sidewalk-bicycle path will continue easterly of N. Buchanan to connect to the existing walk at N. Burr, and westerly to the end of the project at approximately N. Charleston. N. Burr Avenue will be closed at its intersection with N. Columbia Boulevard and at N. Bank Street. A driveway will be constructed at N. Burr and Bank to allow access to the church parking lot or the vacated area. The unimproved block on N. Bank between N. Buchanan and N. Calhoun will be improved to facilitate the circulation of traffic within the neighborhood. A landscaped buffer strip varying in in width from 0 to 60 feet will be constructed between the frontage road and the new alignment of Columbia Boulevard. An earth sound barrier approximately 0 to 7 feet in height, with 3:1 side slopes, will be constructed within the buffer strip and landscaped. A 32 foot wide access road will be constructed to connect the frontage road and N. Columbia Boulevard at approximately mid-way between N. Allegheny and N. Mohawk. The intersection of the access road and the westerly intersection of N. Upland Drive on the north side of Columbia Boulevard will be controlled with a traffic signal. A 6 foot security fence will be constructed on the south side of the reconstructed Columbia Boulevard for the length of the project. Illumination will be installed as part of the project construction.

There has been considerable citizen demand for "No Access" between the frontage road and N. Columbia Blvd. In response to this demand, we are presenting an alternate proposal, which will be the same as the plan just explained, except the access between N. Allegheny and N. Mohawk will not be constructed. In lieu of this access, two emergency accesses will be constructed for use by emergency vehicles only, connecting the frontage road with N. Columbia Blvd. at N. Oswego Avenue and at N. Buchannan Avenue. These accesses would be constructed by building a roll-over curb at the access points and a 20 ft. wide gravelled surface between the frontage road and N. Columbia Blvd. Traffic studies made in investigating the various alternatives for this project indicate that the closure of the access to the residential area could actually increase the traffic on some of the neighborhood streets, as well as place an additional traffic impact on access streets to the east of the project, namely, Midway and Macrum. In addition, maintenance costs for emergency access points would be higher than normal because of indicated usage of these accesses by people within the neighborhood desiring access to Columbia Blvd. Any misuse of these emergency access points would of course create an extreme hazard to the user, as well as the traveler on Columbia Blvd.

During the research and preparation of this project, citizen response has also indicated a very pressing need for corrective action to be taken on N. Columbia Blvd. east of the limits of this project, where hazardous conditions exist for children crossing the arterial to and from George School, vehicles entering on or crossing Columbia Blvd. at N. Midway and at N. Macrum Avenue, and the need for a noise shielding of George School. The resolution of these problems was considered for inclusion in this project. However, to include these items, which are outside the limits of the project, could necessitate the rewriting of the environmental assessment and it would require the re-filing of an application for federal funding, possibly delaying this project three to four months. We therefore have requested the State Highway Division and the Federal Highway Administration to include the area between N. Macrum and N. Burr as a part of Phase 2 of the Columbia Boulevard Project, namely that portion between N. Oswego and the City Limits. If the inclusion of these problems cannot be included in this project as a stop-gap measure in case the Federal Aid Urban funds are not available within the next budget year, City funds are being budgeted in the fiscal year 1976-1977 Capital Improvement Budget to install a traffic signal at N. Macrum and Columbia Boulevard, and funds are being budgeted to construct a safety fence along Columbia Boulevard from Midway to Burr.

The present schedule for this project is for the call for contract bids by mid-April of 1976, construction to commence by mid-May of 1976, with a completion date of November 1, 1976.

The larger project between Oswego and the City Limits will depend upon Federal Aid funds available and the budgeting of the City funds to match that federal aid fund.

Mr. Lind will now carry on the formal hearing process.

MR. LIND: Any question that you might have that you didn't quite understand about, when you come up to get your statement, that will be the time to ask it. And now, I have to read another one of our federal requirements into the record for you.

> In accordance with U.S. Department of Transportation Federal Aid Highway Program Manual 7-7-2 relating to environmental impact and in accordance with the Oregon Action Plan for Transportation Planning, the Office of the City Engineer, City of Portland, has prepared a Project Environmental Assessment. The Federal Highway Administration has reviewed the assessment and has concurred with the Oregon State Highway Division finding that this is a non-major category project. Further environmental documentation is not required. Copies of this statement are available at this hearing for those who are interested. The environmental assessment, of course, is the way in which the project affects your area.

At this time, we will start taking the statements regarding the proposal, and I want to mention again and assure you that everything that you are saying here is going to be evaluated. This is your chance to be heard, and I am here to see that you get that chance, and I certainly will be happy to do this. I will first call on those who have presented the cards, and I will mention their names. Later, if there are those of you who still wish to speak but have not presented a card here, when you come to the podium please state your name and your address, and if there is some organizational affiliation you would like to mention, why you can say that too.

First we will call on legislators, county officials and City officials, and then we will get to the rest of you.

Clarence Farber, Bureau of Fire.

MR. FARBER: Good evening, ladies and gentlemen. I kind of hate to start this off, but I think I'm going to be giving you some information that there is going to be a few of you not very welcome to hear. But as Bureau of Fire, it is our responsibility to give everybody the best fire protection that is available in the City of Portland. And so, therefore -

MR. LIND: Can you not hear? No, he is supposed to be speaking to us. He is not to speak to the audience. Okay.

MR. FARBER: (continuation) . . so, therefore, I am here to hold out that I want the first project that's wanted up here with the crossing across with the stop lights so that we can have access to go from N. Oswego Street across to Upland Drive. One of the main reasons for this is that as this industrial area starts getting larger and larger and more building, it is going to be essential that the fire department have access across Columbia Boulevard to Upland. And it's about 8/10ths of a mile farther for the Bureau of Fire to answer from St. John's, to go down Fessenden and cross at Midway and come back, as it is to go across Oswego and cross over. Also, if we would have to go the other way on Terminal Road, it's about 2-1/2 miles in that direction, which means it's going to take us an additional 3 minutes to get down to that industrial area. Also, that we feel that as this project goes in that there will be more building all the way along on Columbia Boulevard; so the easiest route for the Bureau of Fire to get to any of this area coming from the St. John's district or the other areas in south and west, is going to be using Oswego Street and the access on to Columbia Blvd.

When I first started attending these meetings, I was holding out for two accesses across this grade, but during these meetings I have been convinced that I think we possibly could get by with the one. I was talked to about and tried to [be] convince[d] that I should go for the roll-over curbs into the two emergency accesses that they have shown you. But in the study of this, we feel this would be too dangerous. We would have to pull the apparatus over these fills, and trying to pull on to Columbia Boulevard would be too dangerous for the apparatus and we would liable to be getting in wrecks and not being able to respond. Now, one of the main reasons that I think that also that you should take into consideration, you people when you ask for this, is that I do believe at the present time that the Rivergate area will be accessed to the City of Portland, and if they do, it will be required that we build a new fire station down in the Rivergate area. The company out of this fire station will be one of the first companies that are going to answer in the homes that are right at Oswego and Columbia Boulevard. We must take into consideration that if that access is closed, the company that is coming from the Rivergate area down Columbia Boulevard will have to go to Midway and come back, which is going to take them an additional two or three minutes to get to your house to protect it. Now in talking this may not seem very long, but if you are standing there and you watch this fire apparatus go down the road and you've got a home burning, this is going to seem like a half hour to you. And so I believe that you people, for the best interests of the industrial area that's going to cross to Columbia Blvd. and for your own personal fire protection in your homes, that you should all vote for the stop sign and the access road from Oswego onto Columbia Boulevard. Thank you.

MR. LIND: Thank you Mr. Farber. Mr. Farber says that's one point of view I know that we're going to hear tonight. We'll hear others.

MR. LIND: Mrs. Jean Young,7216 N. Richards, representing the citizens north of Columbia Boulevard. Says "and me", Okay.

MRS. YOUNG: I just want to say that I think you've got a real nice little expensive plan here, and as long as you're at it, all I can see that's being accomplished is more traffic hazards that direction - whatever direction-that's south? of the project you have proposed. Because you say you are going to increase the traffic on Midway, Macrum and Oregonian. Thus, you're going to increase the traffic hazards for the residents and the employees down over the hill past the other side of the railroad tracks.

MR. LIND: Are you speaking in favor of the access or against it - I -?

MRS. YOUNG: Well, I'm in favor of Plan I, but I don't think you've continued it enough. If you're going to try to solve one problem, you might just as well go down the line and solve the rest of them. Such as that curve between Midway and Oregonian. You cannot see traffic coming from the south to the north. You can't see at all - to get out. So, even if you put a light at Macrum, that's not going to alleviate that curve. And I think if you're going to have a project such as this, and sink all this money into it, it's futile when all you're doing is creating more traffic problems on up the road. I can't see that this project here is going to accomplish a whole heck of a lot, except maybe to cut down on a little noise for the people that live south of Columbia. Of course, we that live north of Columbia have been, as far as I can see, totally forgotten. It's as if we didn't exist over there. It always has been. None of these plans take into consideration our problems over there in getting out into traffic.

MR. LIND: Do you have any kind of a suggestion as to getting out into traffic?

MRS. YOUNG: Pray a lot. Basically, the best thing, I think, is a signal at Macrum and also a warning, flashing signal, the other side of the overpass - well, I don't know what you'd call it. There's an overpass that does across - is that Swift? - Swift Boulevard? Columbia Way - okay. They changed all the names - I don't ever get that right. Anyway, a warning signal light or a light at Midway. Because if you want to go across Midway, and cross Columbia Boulevard, it's an almost impossibility. We do it, but only because we live there. At least for the time being. Unless I can find some fool to buy my house.

MR. LIND: I take it you haven't expressed this opinion before.

MRS. YOUNG: Yes. That's all.

MR. LIND: Thank you very much, Mrs. Young. I'm sure that our engineers will take a good look at that.

Next, is Edna Connolly, 9556 N. Tioga Avenue, who represents the Columbia Boulevard Sub-Committee of the N. Portland's Citizen's Committee.

MRS. CONNOLLY: I am one of the co-chairmen of the Columbia Boulevard's sub-committee of the NPCC, and also one of the circulators of the petition signed by seventy-two percent of the city designated area residents to close all streets to access from Columbia Boulevard. I would like to submit at this time we should follow the will of the majority of the residents affected.

MR. LIND: Thank you Mrs. Connolly. Now we've got both projects on the board.

Next is Robin Deardorf, 10233 N. Polk.

MS. DEARDORF: First of all, I'd like to say I'm scared to death of this microphone looking at me. My statement really isn't that new. I don't think I really would like an access road, but I feel like if we don't put one in, we're not going to have the chance to put one out if it doesn't work. So, I don't really know which street would be the best street. I know I wouldn't want my street to be that street. And I know nobody else wants their street to be that street. And so it's a very unhappy situation. I really don't have any answers. I just think we ought to give it a chance, put it in, and if it doesn't work, we do live in a democracy and we have the right to vote it out.

MR. LIND: Thank you, Ms. Deardorf.

Eugene Shipley, 7403 N. Bank.

MR. SHIPLEY: Mr. Chairman, and my friends. I hope they are. Because the tragedy of these days in the decision making process is that we are polarized and we are at each other's throats more than we are together, and more than we band together for what we want. I think probably that surely that must follow the widespread belief that all is not well in government, and we should attack it like a chicken in an anthill and throw bodies in every direction. I am not speaking for my church tonight. I pastor the St. John's Free Methodist Church. Contrary to what might be thought to be the case, I am speaking only as an individual. And I am just as concerned as the next fellow, but not really trying to make him my enemy in the process. There are several points that I wish-that I would like to make. One is safety. Mothers and parents and administrators of George School have asked from the beginning that Burr Street be closed for the safety of their children. And I agree that is important. But I do also agree that the fire hazard is just as important as street safety. I agree that police protection is just as important as street safety and fire hazard, in the school, in my church and in my home. I personally would like for the fire department to be able to make an entrance

MR. SHIPLEY (continued)

to my home and my church, my school, from more than one direction. From two directions, at least. They say the ideal is that a series of trucks, fire trucks, could get to a fire from all directions. When I call the police because I have two boys - four boys - taking out the transmission of a car in front of my church, they come from several different directions - down Columbia, down Burr, and down Buchannan. If we agree to close Columbia to access to this community to all but one direction, we invite disaster, I think, of the highest degree. Traffic patterns -. I'd like to speak to that. While some study has been done in the area of traffic patterns and traffic going on to Fessenden, no one yet knows what additional traffic is going to do, as I know about, as to the livability of Midway and Macrum and St. Louis and Lombard - at the intersection of St. Louis and Lombard. Livability is often referred to as some sort of a quiet homelike atmosphere where we have grown to know as a child, but if we ask for livability on those kind of grounds, we would be asking for the horse and buggy and the model "T". But we live in the twentieth century; we must learn to live in the twentieth century with the airplane, the moon shot, and the garbage truck. And we've to learn to live together, work together, to learn to live with Mr. Garbageman and Mr. Steel-hauler, because he's not going to go away even if we close every street at both ends. One last item, Mr. Chairman. Two petitions have been circulated in our community, one asking for no access to Columbia Blvd. and the other asking for one access to Columbia Blvd. It seems very interesting to me that some people, homeowners in our community in this immediate area - Tioga, Polk, Buchannan - have signed both petitions. Either we're not asking the right questions, or they are not informed on any action that we are taking here. While I prefer Plan I, with one access to the area, residential traffic, I see not that we should further fly at each other to tear ourselves limb from limb, or dividing home against home, for I fear that is what will happen again here tonight and we will see no real solution to take place and we'll leave as enemies rather than as friends. I see that we should vote as a community and cut off the war by abiding by the vote - by the vote of the community.

MR. LIND: Thank you, Mr. Shipley.

Mr. Robert Burch, 7116 N. Swift Street

MR. BURCH: I understand that N. Swift Street - I mean Midway- is going to be closed completely. Right?

MR. OBERDING: Midway?

MR. BURCH: Yes.

MR. OBERDING: Midway does not enter into this project.

MR. BURCH: That's where that sharp turn is there by the overpass.

MR. OBERDING: We're not considering Midway as a part of this project at the present time.

MR. BURCH: In other words, you are going to leave Midway open?

MR. OBERDING: At the present time, yes.

MR. BURCH: But do you intend to close it later?

MR. OBERDING: I can't answer that. I don't know. We haven't done a study there yet.

MR. BURCH: I just wondered. Because at the other meetings you had you talked about closing it. And at the other meeting I talked about that area you're talking about rebuilding and everything and have a lot of traffic and trucks through there, and it's a race track right now. And right there at that area people's talking about having a light there at Macrum. Macrum is all right because you've got trucks coming and going. But what about the people that live in that area. And they got a police officer back here, and if they've got records of it they can check, right there on that one spot there was a young kid killed, and there's been other people hurt there. And I think there ought to be a light right there for the people that live in that area.

MR. LIND: You say that you are proposing a light go on Midway?

MR. BURCH: Yes. I drive truck and trailer myself, 45-50 footers, twenty tons and over, and turning down there on Macrum to go down that hill, I got plenty of clearance come and go, I can see both directions - no problem. But as I come down around the corner there near Midway, racing around that corner, if I have to put on the brakes and stop about 20-30 ton, I can't do it. And they have logging trucks in the evening. They're just racing through there like mad men. And this happens all the time. And here, we got to come out of here, all these people who live in this area, and we take many a chance. I had a Volkswagen. I started to pull out and I heard a noise, and there was a car doing about 80 miles an hour. And this is only me. Other people run into the same thing. So, whatever you do, I think they out to put a light right there, and then right around that turn coming into it, put up a caution that there's a light ahead. Or something like that, because the more traffic you get there, the worse it's going to be. And somebody's going to be killed there, and they they're going to start crying about it and something could be done right now about it.

MR. LIND: (You can be) sure the Traffic Engineer will get a chance to see this transcript, too. And thank you very much Mr. Burch.

Before we call someone else, so I won't forget it. Mr. Robert Moore, principal of the George School, has sent a statement in that he would like for me to read into the record:

> "This letter is to review George School's position on the Columbia Boulevard Realignment project.

> "We strongly favor a neighborhood access road or roads from Columbia Boulevard. The major reason for this is information from the Fire Bureau, which says that fire safety and protection at George School would be delayed and/or hindered if no access from Columbia Boulevard was available.
>
> "Further, if there are to be only one or two access roads, we do not favor Burr Street being one of them. The closer the access roads are to the school, the greater will be the potential safety hazard of children crossing heavy vehicular traffic. If Burr would be the access road, all students living west of the school would have to cross that potentially heavy traffic. With each block the access is removed from the school, less children would face that potential traffic hazard.
>
> "One of the very real problems we face already is excessive noise from the traffic on N. Columbia Boulevard. This is particularly true in the north (primary) wing of the school. Since it is anticipated that the improvement of Columbia Boulevard will increase traffic there, our problems of excessive noise will be compounded. In our judgment, the educational program of children is impaired by this noise problem. If possible, we would appreciate consideration of some sort of sound barrier between traffic and the school.
>
> "An additional problem (related to traffic) that we face is that many children do not consistently use the overpass on Columbia Boulevard. We provide student safety patrol officers at peak usage periods, and teachers frequently discuss with children the usage of the overpass. The overpass is still not consistently used. We would appreciate consideration of some kind of fencing which would compel students to use the overpass in crossing Columbia Boulevard."

MR. LIND: Wayne, Burr is not open in any of these proposals, is it?

MR. OBERDING: No. Burr will be closed.

MR. LIND: Okay. Mr. Howard Worthington, 10225 N. Mohawk

MR. WORTHINGTON: Gentlemen. In my estimation, I have worked with Yamhill County building roads, and I cannot see for the life of me why you want to spend money to build a whole complete

MR. WORTHINGTON (continued)

new road there, when you've already got one. All you've got to do is bring it up to specification and use it, and keep our existing access streets open and available for our getting to and from work. I see many people use N. Columbia to go into town, or into- up to the freeway. I myself use the freeway, and I go up Columbia. I come off of N. Mohawk and I go to work. I come up N. Columbia and turn down Macrum - or Macrum, whatever you call it. And I use the freeway when I go to the Union Hall. I go over the Marquam Bridge and drop right off the 4th Street Exit. Or I can go over the Fremont Bridge and right into the main heart of town, and I can't see for the life of me why we should keep wasting our tax money building new projects like that, when we've already got one all we've got to do is bring up to specification and use it as is. And that's all I've got to say.

MR. LIND: Thank you, Mr. Worthington. That's another possibility that we don't have up there. That we do not relocate Columbia Boulevard.

Mr. Everett Jones, 7215 N. Swift Street.

MR. JONES: I am again talking about we have either got to have a light at Midway or Macrum. Now we've brought this up at each of these meetings about safety of these streets, and so far, what I've seen, you're just trying either to kill the people on the north side from the traffic, or the smog, and you're not paying no attention to their access and their safety and the safety of the families. And we pay our taxes just as much as anybody else. Outside of that your plan looks good, unless, if we can get some accesses to the north side. And I think we should hear something soon about this. Because all you're doing here is just - you're just going to kill us off. And I don't think that's right neither.

MR. LIND: Thank you, Mr. Jones.

Mr. Thomas A. Nelson, 2426 N.E. 88th

MR. NELSON: Good evening, Bill. My name is Tom Nelson. I am not a resident of the neighborhood. I'm a property owner. Now, we talk a lot about safety, but I do think the City does make some traffic reports, and out in my neighborhood I believe we have about four or five of the most dangerous intersections in town on 82nd Street. I don't know what I can do about you to do something about that tonight. But it is a great problem. . . too.

I'm very concerned with what we've had going here. I've been to all the meetings. I've been coming to the ones of the City down town, and I've seen how some of the things have been thought out and how they were brought about, and I was in favor of an access road from the very beginning for our property on N. Tyler and Swift. I feel for fire protection and the rest of the reasons being stated. But one of the main reasons I would say yet too, would be for the convenience of our people that do live there, and the residents in the neighborhood. The conveni-

MR. NELSON (continued)

ence of being able to go out and use a million dollar street that's going to be constructed. We're going to construct a million dollar street and then cut ourselves off from it, and just make it for the people to pass through our neighborhood, and I don't feel that's quite right. So we had a petition that was circulated, I believe last summer, and I was informed of it at one of the meetings downtown, and I asked for a copy and I never did really get one, but I have never heard from any of the other people on the committee, how they felt about anything, nobody's ever called me or asked me any questions, so I felt we should have an access, so I said this in a petition.

> 'We, the following, petition to have an access road constructed from the proposed new frontage road paralleling the relocated N. Columbia Boulevard, which will be constructed between N. Burr and N. Oswego Street.'

I went out by myself and circulated a petition. I would like to present it to you now. There are signatures of residents and property owners of 117 on this here petition. Some of these people did sign the other petition that was circulated, but they really thought that they were just signing a petition to make sure the traffic wasn't coming down their street or that they thought the two ends of Columbia Boulevard still would be open, that they could get out there. Some thought that it was for further study. And I think that there was some misunderstanding on it. Each person that signed this petition, I read the thing to them, and had them read it to themselves. I'd like to present this to you at this time, and I urge you that we should have an access road with a signal light at it at a location you choose. Thank you.

MR. LIND: Thank you Mr. Nelson.

Steve, do you have any more cards?

S. RIDDELL: I have no cards. Does anyone have a card?

MR. LIND: Anyone who would like to make a little statement without coming to the microphone, if they would like to write it on the back of the card, we would accept that too. In case you're bashful, or something.

(pause)

It looks like we have a few more. Thanks Steve.

Ardis Mish. 10224 N. Allegheny, representing the Neighbors North, Columbia Boulevard Project.

MR. LIND: Oh, you don't wish to make a statement?

ARDIS MISH: No.

MR. LIND: Oh, I'm sorry.

Barbara Jaeger, 7130 N. Wall Avenue, representing North Portland's citizens.

MS. JAEGER: I would first like to apologize. I really did think I'd turned it in .. like I'm half asleep out there.

I would like to reiterate more or less the history of North Portland Citizens' Committee in this project. This is something we have been, I suppose you might say agitating for, for three - four years. We felt that something had to be done to Columbia Boulevard to - if nothing else - to improve the surface of the road. When the opportunity arose for the realignment, of course this we thought was perhaps one of the best deals, to save the livability of this area. The area not only has a tremendous amount of noise, it has a tremendous amount of impact, and will have more with the development of Upland. Part of the idea was the buffer as a visual buffer, as well as noise. We felt that this would help the area. They would not be subjected to another industrial development that they would have to sit and look at. The subcommittee of North Portland Citizens' Committee that carried around the petitions were people in the area, people that felt that there was a definite necessity for this. I would also like at this time to say that I do disagree with some of your conclusions that were drawn here. There's one conclusion that says that you think that Columbia Boulevard will have less traffic, and you mention the fact of the dump, Rivergate. What you have totally eliminated is that Columbia Boulevard picks up a tremendous amount of traffic from Terminal 4, and will do so more and more as they expand Terminal 4, which is also in the process of being expanded. And I think this should be considered. If you are going to do an impact statement, we'd better see where all the traffic is coming from. We also are very, very interested in the problem at George School. And we have been working with the school on this problem, and we feel that for the few extra dollars the continuation of the fence could certainly go into this project. They have a very definite problem. It is very dangerous for the children. And they also have, I think, which has not been brought out and something that should be in this, is a problem with the overpass. It has been consistently hit and put out of commission, and the children have not even had that to cross Columbia Boulevard. It has been out of commission sometimes as much as two or three months. The whole problem I think can be addressed with this. We can save one portion of the neighborhood, but I don't think you can ignore the other problems that are related. And I would hope that this could go in a package. If we have to delay it a month, two months, three months - I'm sure the residents aren't going to be bent out of shape. They've put up with this for ten or fifteen years. We definitely need a signal for the people on the other side of Columbia Boulevard. They literally take their life in their hands, sticking their noses out. We also have an industrial area at the end of Macrum. I talked to some of these gentlemen.

MR. LIND: Is that the Midway signal you're speaking. ?

MS. JAEGER: No. At the end of - No, the Macrum signal. I talked to them very recently and was informed that several of their employees have been involved in accidents. Now this isn't doing them any good either. And it's quite - the traffic is going to increase. The more industry we have out here, the more Columbia Boulevard is going to be used. And I don't really believe that if we have to delay the project a couple of months that really anybody is going to be that bad off. And I would hope that when you go with this package, you can go with all the improvements at once. And we, of course, support the residents in the area, for whatever they desire is our wish also. Thank you.

MR. LIND: Thank you Mrs. Jaeger.

Mrs. Michael Lawrie, 6114 N. Fessenden.

MS. LAWRIE: Good evening. I have just one question. I realize there has to be an entrance to the southside, but if you do make it between Allegheny and Mohawk, are you going to improve the bottom end of Mohawk? That is not improved at all. Why do you choose the entrance there, when that street isn't even able now to really take up any traffic? The lower part from Banks on to Swift?

MR. LIND: Can you answer that, Mr. Oberding?

MR. OBERDING: Well, the reason -

MS. LAWRIE: I mean those two streets would take the traffic mainly, if you make an entrance there from Columbia.

MR. OBERDING: The primary reason for putting the access where it was is to serve two entrances to Columbia Boulevard with one traffic singal. Since the -

MS. LAWRIE: All I want to know is if you're improving the roads -

MR. OBERDING: We would not. We would not improve Mohawk itself as part of this project. That would be off the normal right-of-way of the project and would not be fundable by federal funds, so it could not become a part of this project.

MS. LAWRIE: I doubt if it can take the traffic, then. That road's going to be a mess.

MR. OBERDING: Well, I would hope that there isn't going to be any traffic on it.

MS. LAWRIE: O.K. Thank you.

MR. LIND: Thank you Mrs. Lawrie. Any more cards, Steve?

S.RIDDELL: I have no cards.

MR. LIND: Now, before I pose the next question, and that is that any of you who can't write very good and didn't fill out a card and you still want to make a statement, if you do come up to the microphone, please state your name and your address. Is anybody here that would like to make a statement that hasn't filled out a card? All right, come down to the microphone sir.

My name is Gary Crane, North Precinct. (Portland Police Dept.)

I would like to start off with a question. Has this proposal been given any consideration to the park at Charleston and Columbia? Access to?

MR. OBERDING: At the present time there is no access at Charleston. It is a vacated street, there is no - it shows on this drawing as a street. However, it has been vacated and there's no street there, other than a gravel road goes in there now. It would not -

MR. CRANE: There's a City park located at this location, and I think that in the future if it was to be developed, nobody would be able to get to it.

MR. OBERDING: Well, that access to any park area in the future that's developed there would not be restricted from Columbia Boulevard. We're not restricting access to Columbia Boulevard or any of the land along it. So if the park is developed in the future, then access would be provided from - to and from - Columbia Boulevard to whatever access point the Park Bureau wanted.

MR. CRANE: Okay. Are there left-turn lanes provided in this new construction?

MR. OBERDING: Yes, there are. It's a 12 foot wide median strip - the blue - which can be used for left turning anywhere.

MR. CRANE: Now, this blue - the left turn lane you're speaking of. It will be - there will not be a solid median between the flow of traffic - ?

MR. OBERDING: No. It will be a paved median just at the same level as the surface as the rest of the road.

MR. CRANE: It wouldn't be possible to put a barrier of some type- or a raised curb - to separate the different lanes?

MR. OBERDING: Not in this case. Because if you did that, the project would not meet federal standards, because of the width.

MR. CRANE: Will the signal light at the access here on this first proposal, will it be tripped by trips in the street - by people coming out of the access area - or will it be timed?

MR. OBERDING: It probably will be timed, with the major portion of the "green" time on Columbia Boulevard and the lesser portion of the "green" time to the access roads.

MR. CRANE: Is the cost tremendously higher to have trips in the streets so that when peak flows of traffic are in a certain direction they are not held up by the timer?

MR. OBERDING: Then you have to go into a computerized system, which is extremely expensive. The difference between that type signal and the other one is about $18,000. However, the traffic studies will determine what type of signal will be put there.

MR. CRANE: I'm definitely in favor of Proposal I, as opposed to the non-accessible one. Like the gentlemen up in the fire bureau stated, it makes access for us very, very difficult-time consuming. Nothing is more exasperating to want to get across the street and have to drive a couple of miles to get there. If you had no access on the Proposal II here, that would definitely increase Fessenden traffic. And I think that the balance here would be offset. It should have a way to get out on to Columbia Boulevard from this neighborhood. I also sympathize with the people north of Columbia Boulevard when they speak of Midway and Macrum intersections. I really back their position that if this proposal is to go into effect, it - to include some type of signal light system at Midway. I think Macrum maybe is a little safer, but it doesn't - it isn't no award winner, that's for sure - but Midway I feel is more hazardous than the other one. And not only will this improvement here increase the flow of traffic, but it will substantially increase the speed. When people get a new nice paved road, they always drive faster. And that's going to make even the hazard we have now even more than it is. It isn't too bad going out from the south side of Columbia Boulevard, but when you get on the north side it's really a bad deal there. And, it's just - you can probalby calculate it down and you're going to cost somedoby their life if that is not included in this proposal. It's going to have to be improved one way or the other, I'm not too sure which - maybe a light would be it. But that's definitely going to increase the speed. Also, there's a possibility of increasing the surface, or improving the surface of Mears I believe it is - it's the street that borders the south side of George School playground. If the intersection was improved at Midway and Columbia, some people in the area of the school itself could take the Mears access and go over to Midway and then get out on Columbia through Midway. Whereas now they would almost drive back on to Fessenden. If Mears was improved, then it would alleviate some of the congestion problem that may exist on Fessenden. Right now, it's quite heavy. That might be a possibility. I am definitely in favor of the access proposal.

MR. LIND: Those are some very good suggestions, sir. We'll- I'm sure that they will have a good look at that, and we appreicate it. Thank you very much.

MR. LIND: Is there anyone else that hasn't been heard that would like to be heard? Yes?

MR. ROSSO: My name is Steve Rosso. I live at 10148 N. Allegheny. That's at the corner of Bank and Allegheny. I have several problems here proposed by, of course, the realignment of the roads here. I am in favor of Plan No. 2. I'd like to question right off the bat the testimony given by the fire department as to access of Oswego and Columbia Boulevard. I think you have stated in your drawings here that's going to a 27 foot wide roadway as a frontage road and Plan No. 1 will have the single access. So any fire truck that would, I assume come from the Rivergate area (there'd have to be a new road built, as I recall, to any fire station in the Rivergate area) would have a long ways to come to Columbia Blvd. to get access to that neighborhood. I believe for many years to come that our own fire station in St. Johns will be the one protecting our district. That will be coming down St. Louis, Fessenden, and feeding into the neighborhood from that, shall I say, the south side. And a Rivergate fire station - any proposals I've ever seen of that would be out in the Rivergate Terminal 6 area. And that, I would say, on the existing roads right now - that would be three, four - that would be about four and one-half to five miles of roadway to get to our area. So I question the testimony given by the individual from the fire department. Also, the fact is a truck coming down Columbia Boulevard could turn in on the single access and then get to the 27 foot street and then go to, say the corner of Oswego and the old Columbia Boulevard.

I would like to draw the attention of the restricted accesses for emergency vehicles only. I think one location I'm specifically aware of is above Montgomery Ward's on NW, I believe it's Quimby Street. That street was blocked off by the City to all through traffic. And I'm sure there are many people here in this room tonight that went on that old access to go to NW Cornell Road up above Ward's district. Those were, I think, 32 foot wide streets that put a lot of traffic to by-pass going on Lovejoy up to Cornell Road. They did put a barrier in there that effectively stopped all traffic. And I mean it was a point - I was up there just the other night - where, I think they were six inch wide steel girders in place in the ground standing upright two feet high that could be drawn out of the ground, I guess by hand, for the fire truck to get through if it had to, but it effectively stopped all traffic. I would suggest that this type of barrier would be placed over and above the fact of trying to put a gravel driveway going across some type of bump type set-up.

Also the traffic light at Macrum is a very needed issue. And the sound buffer, or sound deadening, is needed for this school. And these are I think part of this whole project. And I hate to see that we'd start off on a small part. I can understand the idea of getting started on the project right away. It's long overdue. But again I think these issues should not be put off but included in the whole project, and I would say that if it's a delay of three to four months, that's a very minor delay considering what we're talking about, a complete revision of this whole area.

MR. ROSSO (continued)

Further, I'd like to sgugest that we would not have a left-hand turn off Columbia Boulevard into Midway - either way. Either coming from the east or from the west - there be a no left-hand turn to Midway. There is really no reasonable, shall we say, excuse to go on to Midway except possibly three or four, maybe less than say eight houses, that are facing Midway itself. We have a brand new overpass less than three years to four years old at Columbia Way and Columbia Boulevard. So with the access to Fessenden through Six-Point, which is getting a new traffic light there in the near future (and I'm saying within six months or so), it should really enhance the fact that people could come off of Columbia Boulevard by that particular exit - that overpass - and going on to Fessenden and going into Midway if it needed, shall we say, a needed left-hand turn there. But access across - this would have to be determined if it's really that much needed there to go across Midway to the south. It would be the question of the children crossing there, and I think some type of facility should be made available in case the overpass is damaged like it has been two times before.

So I would like to stress again that Plan 2 will protect the neighborhood from intrusion of excessive amounts of truck traffic. I personally stop trucks that come up my road, Allegheny Avenue, which is a 30 foot road, unimproved, that try to get through to Fessenden. These are the 50, 55 and 60 foot rigs that come off of Columbia Boulevard that are trying to find an easy access to Fessenden. They usually do this late at night when they miss their turn at the overpass. So an access road between Allegheny and Mohawk [is okay since] Allegheny is an improved street for the first two blocks and Mohawk is an improved street without curves, 60 feet wide clear into Fessenden. I am saying here that you would force traffic from the workers from the Upland development area, from the truck traffic to, shall we say, the smaller trucks [into the residential area]. Possibly there [could] be a truck restriction sign be put up there where you have the smaller truck traffic trying to up through the residential area, Mohawk primarily, to get to the St. Johns business district and cross the St. John's Bridge. The problem out here in our end of town is primarily a heavy amount of truck traffic. I believe at one time there was 20% truck traffic on Fessenden. We should try to reduce that, put it down on Columbia Boulevard, get it going around our neighborhood, and preserve our neighborhood. That's all I have to say. Thank you.

MR. LIND: Thank you Mr. Rosso. Do we have anyone else here who would like to make a statement? Will you come up, sir.

MR. CARLSON: My name is Ronald Carlson, and I live at 9566 N. Tioga. We have heard a lot of reasons tonight why we should have an access from Columbia Boulevard into this residential area. We have not heard too many reasons why we shouldn't. I, myself, use Columbia off of Tioga Avenue. It's convenient for me. But I visualize a time to come when Upland Drive is fully developed, when Rivergate is fully developed, Terminal 4 will increase. I visualize heavy day and night truck traffic

MR. CARLSON (continued)

down Columbia Boulevard. I visualize the time may come where you'll be hard put to get on to Columbia Boulevard any other way but with a traffic light. Then I think if all these streets were closed off it would be an inconvenience all right. It's maybe a little bit more inconvenient to have to go up to Fessenden to get to where I want to go; but yet, ten years from now I would be glad to have all these streets closed. We have heard the fire department say that it's three minutes longer to get to a fire. There are many areas in Portland that large sections of streets are blocked off with no access. How about between Denver Avenue and Peninsular? East and West Moreland? People have learned to live with these things and if we block this whole area off, I think that years from now the people that live in this residential area, and I've lived in my home for twenty-one years, will be glad that they have no access on to Columbia Boulevard. Thank you.

MR. LIND: Thank you Mr. Carlson. Anyone else out there that would like to come up and have a go at it? I would like to announce one more time that if there is something that you would like to say that you haven't said, and you get out of here and you say, golly, why didn't I say that. Why, we're still accepting statements from you, and if you don't remember or you - I'll give you the address here, but if you don't write it down, chances are you won't remember it - and later on you want to make a written statement, you can call me at City Hall. I'm in Commissioner McCready's office and my name is Bill Lind. The address is Wayne Oberding, Room 437, 400 SW Sixth Avenue, 97204. And if you want to call Wayne and swear at him a little bit, why, you can call 248-4116. 248-4116 is the phone number and the address once again - 400 SW Sixth Avenue.

All the information that is developed in regard to the proposed project will be available upon request for public inspection and copying at any time prior to the location and design of the project being approved by the federal highway administration. So you'll all have a chance to get a look at that.

Now, has anybody reconsidered and would like to make a statement. Still a little time. I'll sell you a little more time here, if you want. (pause) I knew I'd have a taker. Okay.

/GORDON BLACK/ Gentlemen. I wrote there that I wouldn't make a speech, but I have a question that has arisen in my mind since your last statement, and the statement of the gentlemen a little earlier in regard to the closing off -

MR. LIND: You didn't say your name.

GORDON BLACK: Oh, I'm sorry. My name is Gordon Black. I'm on the trustee board at the church - St. John's Free Methodist Church. I attend there. And I was interested in what the man

MR. BLACK (continued)

said about making no left-turns on Midway, I guess it is, and also closing off all access down there at whatever that other street was - Mohawk, I believe. How would I get to church? I don't mind spending the extra gas and stuff if necessary to go down to Mohawk and then make a left turn and come back up. I'd do that in the interest of the community. So if I can't make a left-turn on Midway, I haven't quite figured out - not living up in this area. I live on N. Delaware and I come down Columbia Boulevard , so it's a natural route for me - but I'm not sure just how I would get to church if there's no access at Mohawk and no left-turn on Midway. Another thing I wrote on the back of my card was, I'm wondering if since this Midway is so dangerous, isn't there some right that the City has to condemn property? Couldn't they condemn the property there on the north of Columbia Boulevard and straighten out that curve and eliminate that danger and make it a little wider. And then they could also continue that buffer zone from Burr up to Midway and, if they bought the property north of Columbia Boulevard right along there, and make Columbia Boulevard a little wider north, and then there wouldn't be so much - they wouldn't have to make that curve there and we would have that buffer there for the safety as well as eliminate the noise factor right here by the school.

MR. LIND: I don't think that could be made a part of this project, could it, Wayne. Not at this time.

MR. OBERDING: It probably couldn't, but you were talking earlier about consideration of this area adjacent to Midway and Macrum and those streets, so I offered that just as an observation.

MR. LIND: Thank you Mr. Black. Anyone else?

All right, there being no further testimony, I want to thank you all for coming tonight, and I hope we can come up with a solution that makes everybody happy. Good night, and thanks again.

It is now 8:30 P.M.

PORTLAND PUBLIC SCHOOLS
GEORGE SCHOOL
10000 NORTH BURR AVENUE
PORTLAND, OREGON 97203

OFFICE OF THE PRINCIPAL

December 17, 1975

Mr. Wayne Oberding, Engineering Department
City of Portland
400 S. W. 6th Avenue
Portland, Oregon 97204

Dear Sir,

This letter is to review George School's position on the Columbia Boulevard Realignment project.

We strongly favor a neighborhood access road or roads from Columbia Boulevard. The major reason for this is information from the Fire Bureau, which says that fire safety and protection at George School would be delayed and/or hindered if no access from Columbia Boulevard was available.

Further, if there are to be only one or two access roads, we do not favor Burr Street being one of them. The closer the access roads are to the school, the greater will be the potential safety hazard of children crossing heavy vehicular traffic. If Burr would be the access road, all students living west of the school would have to cross that potentially heavy traffic. With each block the access is removed from the school, less children would face that potential traffic hazard.

One of the very real problems we face already is excessive noise from the traffic on Columbia Boulevard. This is particularly true in the north (primary) wing of the school. Since it is anticipated that the improvement of Columbia Boulevard will increase traffic there, our problems of excessive noise will be compounded. In our judgment, the educational program of children is impaired by this noise problem. If possible, we would appreciate consideration of some sort of sound barrier between traffic and the school.

An additional problem (related to traffic) that we face is that many children do not consistently use the overpass on Columbia Boulevard. We provide student safety patrol officers at peak usage periods, and teachers frequently discuss with children the usage of the overpass. The overpass is still not consistently used. We would appreciate consideration of some kind of fencing which would compel students to use the overpass in crossing Columbia Boulevard.

Respectfully Submitted,

Robert W. Moore

Robert W. Moore, Principal

mc
cc: Willard Fletcher

P.O. Box 03181
Portland, Oregon 97203

December 28, 1975

DEPT. OF
PUBLIC WORKS
DEC 30 1975
BUREAU OF
CONSTRUCTION

Mr. Wayne Oberding
Room 437
400 SW 6th Av
Portland, Oregon 97204

RE: Columbia Blvd Improvement
N Oswego - N Burr (M-0941)

Dear Mr. Oberding:

It is respectfully requested that N. Oswego Avenue be left open as a direct access to N. Columbia Blvd. in any and all plans that are adopted for the improvement of N. Columbia Blvd.

North Oswego Avenue has for the past twenty-five years served as a neighborhood access to N. Columbia Blvd for the citizens of the area both to the east and west as well as south of this important street. The potential development of an area that is bordered on the west by Pier Park, on the South by Pier Park Place and on the North by Columbia Blvd. andon the east by Oswego Avenue, is dependant upon proper access to N. Columbia Blvd. This precedent should not be ignored.

The shabby practice of our governmental agencies in piecemealing this important improvement program in order to circumvent the intent andpurposes of the National Environmental Policy Act of 1969 for political expediency will continue to blight the livability of our area. As the good citizens that live East of N. Burr have found out, once the project has been completed, the problems that are compounded by inadequate planning are totally ignored and there is no recourse for them to obtain relief.

It is our judgment that N. Columbia Blvd should be developed to serve the industrial area of the N. Peninsula area. However, existing problems should not be ignored, our community isolated and denied reasonable access to N. Columbia Blvd. Adequate police,fire protection, access for neighborhood traffic flow, for now and for future needs necessitates the use of N. Oswego as a direct access route to N. Columbia Blvd.

It is further recommended that a left turn lane is provided at the intersection of N. Oswego and N. Columbia Blvd. with control by a traffic signal.

Thank you for your consideration.

Very truly yours,

N. Columbia Blvd. Improvement Committee

Jake Benshoof

Jake Benshoof, Chairman

JB:db
CERTIFIED MAIL
RETURN RECEIPT REQUESTED

orm 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: CLARENCE O. FARBER
(Please Print)
Address: 53 S½ Ave.
City: PORTLAND Zip Code:
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: BUREAU OF FIRE

Reverse side comments will be made a part of hearing transcript.
☒ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: Mrs Jerry Young
(Please Print)
Address: 7216 N Richards [illegible]
City: Portland Zip Code: 97203
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: Citizens No. [illegible]
of Columbia Blvd [illegible]

Reverse side comments will be made a part of hearing transcript.
☒ Check if copy of transcript desired.

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rm 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

ame: EDNA CONNOLLY
(Please Print)
ddress: 9556 N. Tioga Ave.
ity: Portland Zip Code: 97203
o you wish to make a statement: ☒ Yes ☐ No
(Please check one)
rganization Represented: Col. Blvd sub committee
of N.P.C.C.

everse side comments will be made a part of hearing transcript.
☒ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: Robin Deardorff
(Please Print)
Address: 10233 N. Polk
City: Portland Zip Code: 97203
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: NONE

Reverse side comments will be made a part of hearing transcript.
☑ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: Eugene Shipley
(Please Print)

Address: 7403 N. Bank

City: Port – Zip Code: 97203

Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)

Organization Represented: None

Reverse side comments will be made a part of hearing transcript.

☐ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: ROBERT BURCH
(Please Print)

Address: 7116 N SWIFT ST

City: PORTLAND ORE Zip Code:

Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)

Organization Represented:

Reverse side comments will be made a part of hearing transcript.

☒ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: Everett Jones
(Please Print)

Address: 7215 N Swift St

City: PorTLand Ore Zip Code:

Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)

Organization Represented:

Reverse side comments will be made a part of hearing transcript.

☐ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: Thomas A. Nelson
(Please Print)

Address: 2426 N.E. 55th

City: Portland Zip Code: 97220

Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)

Organization Represented:

Reverse side comments will be made a part of hearing transcript.

☐ Check if copy of transcript desired.

Form 81-734-3537

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: Ardis Misii
(Please Print)

Address: 10224 N. Allegheny

[illegible]: Portland, Oregon Zip Code: 97203

Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)

Organization Represented: Neighbors North Columbia Blvd Project

Reverse side comments will be made a part of hearing transcript.

☐ Check if copy of transcript desired.

Form 81-734-3537

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: Mrs Michael Lawrie
(Please Print)

Address: 6112 N Fessenden

ity: Portland Zip Code: 97203

Do you wish to make a statement: ☑ Yes ☐ No
(Please check one)

rganization Represented:

everse side comments will be made a part of hearing transcript.

☐ Check if copy of transcript desired.

Form 81-734-3537

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: Barbara Jaeger
(Please Print)

Address: 7130 N. Wall Ave.

City: Portland, Ore. Zip Code: 9720

Do you wish to make a statement: ☑ Yes ☐ No
(Please check one)

Organization Represented: North Portland Citizens Committee

Reverse side comments will be made a part of hearing transcript.

☑ Check if copy of transcript desired.

Form 81-734-3037

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: HOWARD R. WORTHINGTON
(Please Print)
Address: 10225 N. MOHAWK
City: ST. JOHNS Zip Code: 97203
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: RESIDENT OF N. MOHAWK

Reverse side comments will be made a part of hearing transcript.
☐ Check if copy of transcript desired.

(Howard R. Worthington)
WHY WASTE MONEY ON BUILDING A NEW
SECTION. I SAY REBUILD EXISTING ROAD
ALREADY THERE AND KEEP OUR ENTRANCE
WAYS FROM ALL EXISTING STREETS.

Form 81-734-3037

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: A. G. Black
(Please Print)
Address: 7239 N. Delaware. Ave
City: Portland Zip Code: 97217
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: Trustee
St Johns Free Methodist church

Reverse side comments will be made a part of hearing transcript.
☐ Check if copy of transcript desired.

(A.G.Black)
Can the property on the North side
of Columbia Blvd be purchased or
condemned to Elemenate the curve
between Macrum and Midway?
Elemenate the danger of impaired
vision.
Also continue the buffer from
Burr to midway. Wider Col. Blvd to the
north and have a safer + more noise
proof school area.

orm 81-734-[illegible] **OREGON STATE HIGHWAY DIVISION**

PUBLIC HEARING

ame: Mrs. Enid B. Nutting
(Please Print)

ddress: 9305 N FAIRHAVEN Ave

Cit Portland, Ore. Zip Code: 97203

o you wish to make a statement: ☐ Yes ☒ No
(Please check one)

rganization Represented: Free Methodist Church

everse side comments will be made a part of hearing transcript.

☒ Check if copy of transcript desired. (Over)

(Mrs. Enid B. Nutting)

I'm in favor of the plan with the single access road, of the two plans offered. — Plan no I. — I would like more than one access road

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Form 81-734-[illegible] **OREGON STATE HIGHWAY DIVISION**

PUBLIC HEARING

Name: Foster L. Nutting
(Please Print)

A ess: 9305 N. Fairhaven Ave.

City: Portland Zip Code: 97203

Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)

Organization Represented: St. Johns Free Meth. Church

Reverse side comments will be made a part of hearing transcript.

☐ Check if copy of transcript desired.

(Foster L. Nutting)

My preference is for Proposal #1 (Signalized access between N. Mohawk & N. Allegheny Ave.)

Form [illegible]

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

Name: KEITH MICHAELS
(Please Print)

Address: 6625 N. MEARS

C. PORTLAND **Zip Code:** 97203

Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)

Organization Represented: ——

Reverse side comments will be made a part of hearing transcript.

☐ **Check if copy of transcript desired.**

(Keith Michaels)

I APROVE PLAN ONE WITH A SINGLE ACCESS TO COLUMBIA WITH A SINGNAL LIGHT AT MACRUM A. MUST BEFORE PROJECT COMPLETION.

Form [illegible]

OREGON STATE HIGHWAY DIVISION

PUBLIC HEARING

ne: Mrs. Belden
(Please Print)

Address: 10255 N. Polk

City:

Zip Code:

Do you wish to make a statement: ☐ Yes ☐ No
(Please check one)

Organization Represented:

Reverse side comments will be made a part of hearing transcript.

☐ **Check if copy of transcript desired.**

(Ms. Belden)

Im Mrs Belden
10255 N Polk

I think we need a traffic light or two on Columbia Blvd during peak traffic hrs. We also need at least one exit or approach to the new project

Form [illegible]

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: Kristin S. Shipley
(Please Print)
Address: 7403 N. Bank
City: Portland OR Zip Code: 97203
Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)
Organization Represented:

Reverse side comments will be made a part of hearing transcript.
☐ Check if copy of transcript desired.

(Kristen Shipley)

I belive we must
have some access
from Columbia Blvd:
It should, for the
sake of Compromise,
be between two
existing streets.
Even better would
be 2 access
entrances.

Form [illegible]

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: Mr & Mrs. R.B. Cole
(Please Print)
Address: 10202 N. Midway Ave.
City:
Zip Code: 97203
Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)
Organization Represented:

Reverse side comments will be made a part of hearing transcript.
☐ Check if copy of transcript desired.

(Mr. & Mrs. R. B. Cole)

Our problem is
Midway and Cole [illegible]
We are walking. If
we take our life in
our hands when we
cross on Midway or
[illegible]. What can
Be done?

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: Carol Hopkins
(Please Print)
Address: 10016 N Calhoun
City: Portland Oregon Zip Code: 97203
Do you wish to make a statement: ☐ Yes ☒ No
(Please check one)
Organization Represented:

Reverse side comments will be made a part of hearing transcript.
☐ Check if copy of transcript desired.
(OVER)

(Carol Hopkins)
We need access
streets with
light signals to
enable safety to
traffic and allow
fire and police
protection for our
homes

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

me: Jerry Moore
(Please Print)
Address: 5213 N Denver
City: Portland Zip Code: 97217
Do you wish to make a statement: ☐ Yes ☑ No
(Please check one)
Organization Represented: Neighbors Assn
Office of Neighborhood Assn.
Reverse side comments will be made a part of hearing transcript.
☑ Check if copy of transcript desired.

Form 81-734-3937

OREGON STATE HIGHWAY DIVISION
PUBLIC HEARING

Name: JARE BENSHOOF
(Please Print)
Address: 10200 N BURR AVE
City: PORTLAND Zip Code: 97203
Do you wish to make a statement: ☐ Yes ☑ No
(Please check one)
Organization Represented: PAC's St. Johns
Development Corporation
Reverse side comments will be made a part of hearing transcript.
☑ Check if copy of transcript desired.

We, the following, [illegible] to have an access road constructed from the proposed new frontage road paralleling the relocated North Columbia Blvd., which will be constructed between N. Burr and N. Oswego Streets, Portland, Oregon:

DATE	NAME	ADDRESS	PROPERTY OWNER	RENTER
12/13/75	A. OLIVER MATTILA	10331 N OSWEGO	✓	
12/13/75		10331 N. Oswego	✓	
				✓
12/13/75	James F. Carr	10312 N. Oswego		✓
12/13/75	Brenda L. Carr	10312 N. Oswego		✓
12/12/75	Jerry C Kelley	10302 N Oswego		✓
12/12/75	Cathy Kelley	10302 N Oswego		✓
12/12-75	Emmet Bloom	7912 N Columbia		✓
12-13-75	Ruth Johnson	10303 N. Oswego	✓	
12-13-75	Ruth Johnson + Jack	10302 N. Oswego	✓	
12-13-75	Eline Ellison	10753-N. Oswego	✓	
12-13-75	Sam Ellison	10253-N. Oswego	Live ✓	
12-13-75	Greg Fuller	10221 N. Oswego		✓
12-13-75	Jean Blehm	8020 N. Bank		✓
12-13-75	Jimmy J Adams	10204 N OSWEGO		✓
12-13-75	[illegible] Anderson	10216 N. Oswego		✓
12 13 75	E H Kuehn	10246 N Oswego	✓	
12 13 75	Evangeline Kuehn	10246 N Oswego	✓	
12-13-75	Myrtle Bushnell	7722 N Columbia Br	✓	
12-13-75	Raymond C Nelson	10264 N. Allegheny		

11 34 23

We, the [illegible] petition to have an access road constructed from the proposed [illegible] road parallelling the [illegible] called North Columbia Blvd., which will be constructed between N. Burr and N. Oswego Streets, Portland, Oregon:

DATE	NAME	ADDRESS	PROPERTY OWNER	RENTER
12-10-75	Eugene [illegible]	[illegible] N [illegible]		X
12-10-75	Harry [illegible]	1117 N. [illegible]	X	
12-10-75	Margaret Peterson	" " "	X	
12-10-75	Kristin S Shipley	7403 N. Burk		X
12-10-75	Wanda Bradlee	10235 N. Allegheny	X	
12-10-75	Carol Hopkins	10316 N Calhoun	X	
12-10-75	[illegible] E Kopp	10205 N Tyler	X	
12-10-75	Daniel R Kopp	" "	X	
12-10-75	O.M. Wright	10278 N Tyler	X	
12 10 75	M. Wright	10278 N. Tyler		\
12 10 75	[illegible]	[illegible] N Tyler		
10/10/75	Wallace E Johnson	10316 N Tyler		
12/10/75	Bonnie F [illegible]	10318 N Tyler		X
12/10/75	[illegible] M Dotty	10318 N. Tyler		X
12/10/75	Herman [illegible]	10307 N Tyler	X	
12/10/75	Glenda Edwards	10307 N. Tyler	X	
12/10/75	Edward L Harvey	10319 N. Tyler		X
12/10/75	Kevin L. Harvey	10311 N Tyler		X
12/10/75	Abdel Aziz Mallah	10321 N. Tyler		X
12/10/75	[illegible]	10325 N. Tyler		X
12/10/75	Selma F. Jacobs	10327 N. Tyler		X
12/10/75	Gerald Green	10248 N Tyler	X	
12/10/75	Shirley Green	10218 N. Tyler	X	

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We, the following, petition to have an access road constructed from the proposed new frontage road parallelling the relocated North Columbia Blvd., which will be constructed between N. Burr and N. Oswego Streets, Portland, Oregon:

DATE	NAME	ADDRESS	PROPERTY OWNER	RENTER
.2/14/75	Day G Keel	10317 N Tyler		✓
12/14/75	Ginger A Keel	10317 N Tyler		✓
12/14/75	Jynette Sauve	[illegible] N Tyler		5
12/14-75	Roy Biggins	7912 N. Columbia Blvd.	✓	
12/14-75	Tressie Fisher	10366 N. Mohawk	✓ Husband Deceased	
12-14-75	Charles O'Neden	10355 N Mohawk	✓	
12-14-75	K N Hale	10340 N. Mohawk	✓ NOT Married	
12-14-75	G A Aucoin	10320 N Mohawk	✓	
.2-1-/-75	John A. McMurria	10318 N Mohawk	✓	
12-14-75	Priscilla McMurria	10318 N. Mohawk	✓	
12-14-75	Carol Sutton	10257 N Mohawk	✓	
12-14-75	[illegible]	10243 N Mohawk	✓	
12-14-75	Howard Worthington	10225 N Mohawk		✓
12-14-75	Mona A. Worthington	10225 N Mohawk		✓
12-14-75	Ruth Ann Clevenger	10225 N. Mohawk		✓
12-14-75	Marie A. Spieter	8003 N BANK	✓	
12-14-75	Margaret Meyer	8003 N. BANK	✓	
12-14-75	Joe L Colistro	7948 N Bank	✓	
12-14-75	Carol Colistro	1948 N. Bank		
12-14-75	Arthur J Allen	10262 N. Mohawk		✓
12-14-75	Margaret A. Allen	10262 N. Mohawk		✓
12-14-75-	Harbord Tracy	10259 N Allegheny	✓	
12-14-75	Vivian R. Tracy	10259 N. Allegheny	✓	
-14-75	Rachel A. Landrum	10131 N. Allegheny	✓	
12-14-75	Laraine Barger	10214 N. Allegheny	✓	
12-14-75	Walt Barger	10214 N. Allegheny	✓	

We, the following, petition to have an access road constructed from the proposed new frontage road parallelling the relocated North Columbia Blvd., which will be constructed between N. Burr and N. Oswego Streets, Portland, Oregon:

DATE	NAME	ADDRESS	PROPERTY OWNER	RENTER
12-10-75	Maynard D. Jensen	10230 N. Tyler	✓	
12/10/75	[illegible]	10418 N. TYLER		✓
12/10/75	Frank Myers	✓		✓
12-10-75	Dale Honeycutt	10206 N. Tyler	✓	
12/10/75	Lillian Honeycutt	10206 N. Tyler	✓	
12/10/75	Nora E. McMahon	10233 N. Tyler	✓	
12-10-75	〃 〃	〃 〃 〃		
12-10-75	John P Dubeck	10301 N. Allegheny	✓	
12-10-75	[illegible]	10314 N. Allegheny	✓	
12-10-75	Kyle R. Huber	10314 N. Allegheny	✓	
12-10-75	Marie E. Carroll	10315 N. Tyler	✓	
12-13-75	Robert S McMahon	10233 N Tyler	✓	
12-13-75	Anna W Bowser.	10207 N. Tyler	✓	
12-13-75	Sharon C. Powers	10207 N. Tyler Ave.	✓	
12-13-75	Larry Snethen	10336 N. Allegheny	✓	
12-13-75	M. Bigams	7912 N. Columbia	✓	
12-13-75	Walter Wisdom	8014 N. Columbia	✓	Dressd
12-13-75	Arthur R. Wheeler	8010 N. Columbia Blvd		—
12-13-75	[illegible] Morrison	10425 N. Oswego	✓	
12-13-75	Viola K. Morrison	10425 N. Oswego	✓	
12-13-75	Donna M. Langford	10440 N. Oswego	✓	
12-13-75	Travis L Langford	1044 N. OSWEGO	✓	
12-13-75	Jerry J. Nelson	8005 N Hendricks		✓
12-13-75	Mathilde Nelson	8005 N. Hendricks		✓

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We, the following, petition to have an access road constructed from the proposed new frontage road parallelling the relocated North Columbia Blvd., which will be constructed between N. Burr and N. Oswego Streets, Portland, Oregon:

DATE	NAME	ADDRESS	PROPERTY OWNER	RENTER
12-14-75	Ardis T. Misfe	10224 N. Allegheny		✓
121475	Linn Dawley	10230 N. Allegheny	✓	
	Delores Dawley	10230 N. Allegheny	✓	
121475	John P. Wollenberg	10242 N. Allegheny	✓	
12-14-75	Michelle Schwall	10258 N Allegheny	✓	✓
12-14-75	Jim Lafken	8115 N. Olympia		
12-14-75	Gail Antlen	10336 N. Allegheny	✓	
12-14-75	Judy Busse	10265 N Polk	✓ Single	
12-14-75	Elvira Belden	10255 N Polk	✓	
12-14-75	Ernest Belden		✓	
12-14-75	Charles R Waible	10243 N Polk	✓	
12-14-75	Ruth Waible	10243 N. Polk	✓	
12-14-75	Jean Felix	10227 N. Polk	✓	
12 14 75	James M. Felix	10227 N. Polk	✓	
12-14 75	James w Langworthy	10215 N Polk	✓	
12-1475	Flo C. Langworthy	10215 N Polk	✓	
-14-75	Harvey H Bean	10216 N Polk	✓	
12-14-75	Patricia F. Bean	10216 N. Polk	✓	
	Violet H. Miller	10226 N. Polk	✓	
12-14-75	Fred Miller	10226 N. Polk	✓	
12-17-75	Thomas A Melson	2426 N. E. 88th	✓	
12 17 75	[illegible]	10318 - N Tyler	✓	

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DATE	NAME	Address	Property own	Renter
12-13-75	Raymond Walter		X	
12-13-78	Zella Walter			
" " "	" "	7702 N Columbia	"	
" " "	" "	7712 N Columbia	X	
12-13-75	John N Patterson Jr	8008 N Hendricks	owner	
12-13-75	Martha E Patterson	8008 N Hendricks	"	

4

Refused To sign but had no obj~tions

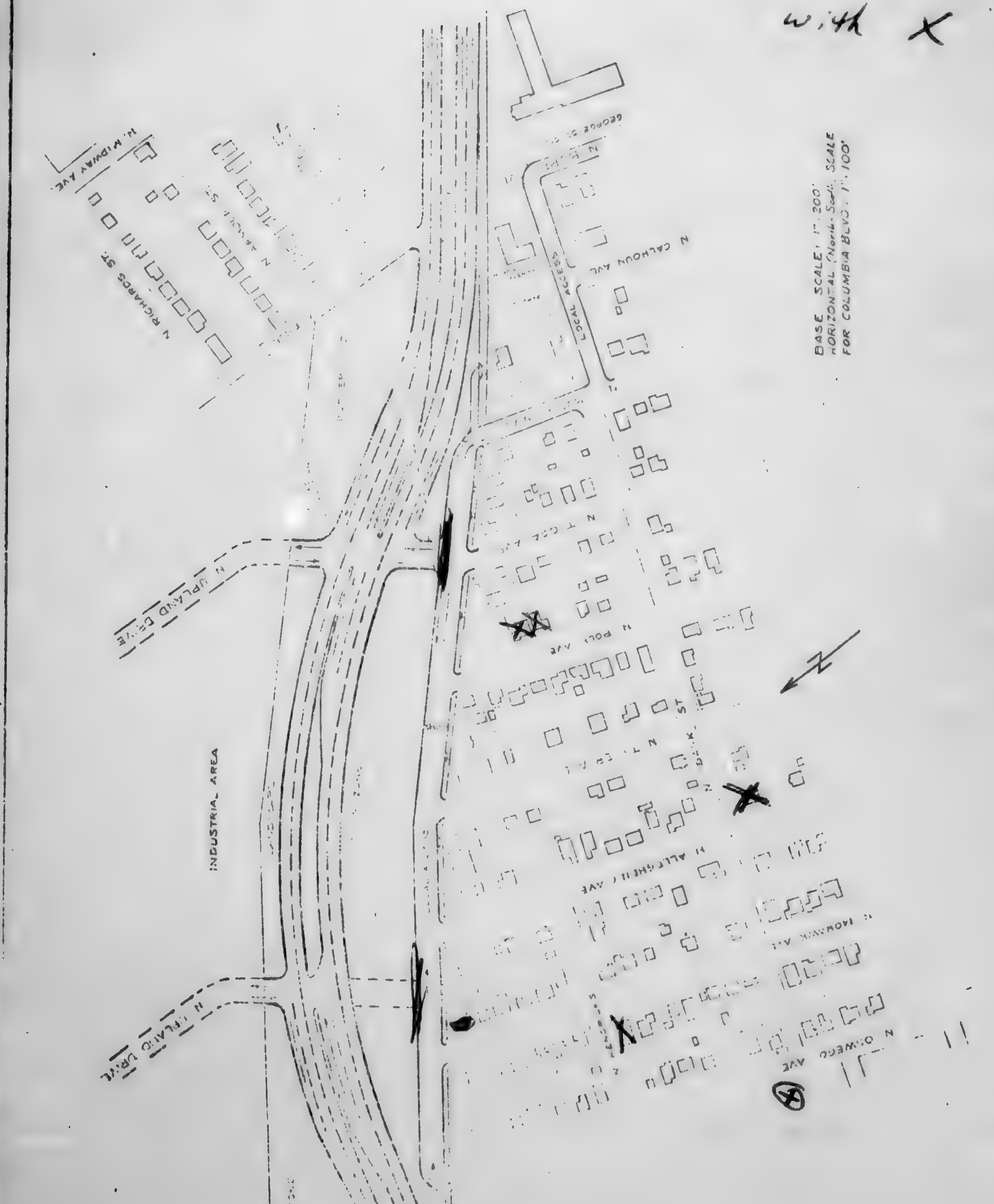
10367 M. Mohawk
10171 M. Oswego
10305 M. Allegheny

Vacant House
10250 M. Allegheny

Not home
10315 M. Oswego
10247 " "
10237 " "
10209 " "
10236 " "
10254 " "
10317 M. Mohawk
10231 " "
10215 " "
10206 " "
10226 " "
10242 " "
10250 " "
10243 M. Allegheny
10231 " "

7915 M. Bank
7908 " "

Refused To Sign.
10225 N. Oswego
Also Houses marked
with X



NORTH PORTLAND CITIZENS COMMITTEE
N
P
C
C

8213 N. Denver Avenue
Portland, Oregon 97217

September 5, 1975

RECEIVED
SEP 19 1975
City of Portland
Bureau of Planning

William Dirker
Office of Planning & Development
Room 113, City Hall
Portland, Oregon 97204

Dear Mr. Dirker:

The attached resolution was drawn by a committee of concerned residents and property owners in the North Oswego/North Burr area. They would ask that their resolution be submitted to the City Council for consideration. N.P.C.C. is on record as being in favor of the petition as presented to its General Membership on

Sincerely,

Michael L Burton

Michael L. Burton
President, N.P.C.C.

Edna Connally

Edna Connally
Chairperson, Columbia Bv.

Committee members:

Roy D Ahorf Oswego
Howard E Kitz Bel
Rogene L. Teeter Buchanan
Edna Connally
Walter J. Connally Jr.
Patricia J. Borger Tioga
Dorothy Burr Burr
Virginia Fletcher -Mohawk

[illegible] Johnson Allegheny
Robert R Johnson "
Ronald L Shirley Burr +
Eleanor M. Shirley Bank
Anna Marie Elston Calhoun
Barbara Junger -NPCC

Attached: Resolution
Copies of Petitions

NORTH PORTLAND CITIZENS COMMITTEE
N
P
C
C

8213 N. Denver Avenue
Portland, Oregon 97217

RESOLUTION

Whereas the City of Portland is proposing to improve Columbia Boulevard between North Burr and North Oswego Avenues to include a buffer-barrier zone allowing North/South access to Columbia through Tioga Avenue and,

Whereas the proposed connection would route heavy traffic from the Upland Industrial District and Columbia Boulevard through the adjacent neighborhoods and,

Whereas this traffic would affect the livability of these neighborhoods and,

Whereas a complete barrier-buffer zone from North Burr to North Oswego along Columbia Boulevard would prevent such traffic and its accompanying noise from disrupting the environment of the neighborhood and,

Whereas emergency access to the Upland Industrial District could be obtained by other means and,

Whereas a majority of the residents and property owners living in the neighborhood affected have signed a petition calling for the complete closure of access to Oswego, Mohawk, Allegheny, Polk, Tioga, Buchanan, Calhoun and Burr Streets.

Therefore, be it resolved that the residents and property owners affected recommend that no connection or access be made in the buffer-barrier zone between Columbia Boulevard and the adjacent neighborhood.

The Kenton, Linnton, Overlook, Portsmouth, and St. John's Neighborhoods

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WE, the Undersigned Residents and Property owners in the Area Bounded by N. Hudson, N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that NO Street Between N. Oswego and N. Burr Avenues Be Open for Direct Access to N. Columbia Blvd.

NAME	ADDRESS	ZIP #	TELEPHONE
[redacted]			
Marie Roessolet	10143 N Polk Ave	97203	286 1527
Edward Roessolet	10143 N Polk Ave	97203	286 152
[illegible] M Felix	10227 N Polk	97203	286 2385
Jean G. Felix	10227 N. Polk	97203	286 2385
Jean M. Blehm	8020 N. Bank	97203	unlisted
~~[illegible]~~ X	~~10127 N Oswego Ave~~	~~97203~~	286 3164
Judy E. Edwards	10209 N. Oswego ave.	97203	286-855
Raymond S. Edwards	10209 N OSWEGO AVE.	97203	2868559
Janet L. Kelley	10225 N. Oswego Ave	97203	286 3728
Ruth Johnson	10303 N Oswego Ave	97203	286 042
Jack Johnson	10303 N Oswego Ave	97203	286 [illegible]
[illegible] Motiller	10331 N Oswego ave.	97203	
[illegible] Anderson	[illegible] N. Swift Way	97203	
Clark E. Jackson	10151 N. Oswego	97203	286-05
[illegible]	10005 N Oswego	97203	286 95
[illegible] Parent	10003 N Oswego	97203	286 9768
Sharon Kent	9129 N Oswego	97203	286-31
Omar Olson	9536. N. Oswego	97203	28
Mary [illegible]	9700 N. Oswego	97203	286-263
Kenneth J. Smith	9700 N. Oswego	97203	286-263
Jon Connolly	9556 N. Tioga	97203	286 [illegible]

WE, the Undersigned Residents and Property owners in the Area Bounded by N. Hudson, N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that NO Street Between N. Oswego and N. Burr Avenues be Open for Direct Access to N. Columbia Blvd.

NAME ([redacted])	ADDRESS	ZIP #	TELEPHONE
Carla J. Ferrier	7915 N. Bank St.	97203	286-9273
Eugene A. Ferrier	7915 N. Bank St	97203	286-[illegible]
L. Anderson	10216 N. Oswego	[illegible]	[illegible]
[illegible] E. Anderson			
Edward H. Kuehn	10246 N Oswego Ave	97203	286-3407
[illegible] Fletcher	10254 N. Oswego Ave.	97203	286-1413
Lida Fletcher	10254 N. Oswego Ave	97203	286-1413
Jackie Kelley	10302 N Oswego	97203	[illegible]982
[illegible]	10411 N. Oswego Ave.	97203	286-[illegible]
[illegible] M. [illegible]	10411 N. Oswego ave	97203	286-4216
Daniel Pumphrey	10136 N. Oswego Ave	97203	286-[illegible]
Londa Bundy	10118 N. Oswego	97203	
[illegible]	10046 [illegible]	[illegible]	[illegible]
Mrs. Rahrich	10036 N Oswego	97203	286-[illegible]
Sheila Potts	10026 N Oswego	97203	286-0007
Dorothy L. Potts	10026 N- Oswego	97203	286-0007
Glen E. Potts	10026 N Oswego	97203	286-0007
Harley G. Porter	9716 N Oswego	97203	286-0323
Mrs. Harley G. Porter	9716 N. Oswego ave	97203	286-[illegible]
Paul Coleman	9706 N. Oswego	97203	286-0490
Susan Coleman	9706 N. Oswego	97203	286-0490

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TOTAL-~~[illegible]~~ 344

NAME (~~[illegible]~~'s ~~[illegible]~~)	ADDRESS	ZIP #	TELEPHONE
[illegible]	9572 N. Calhoun	97203	286-2739
Bob J. Campbell	9552 N CALHOUN	97203	286-0881
Peter A. Roth	9564 No. Calhoun	97203	286-8981
Alvina Roth	9564 No. Calhoun	97203	286-8981
Ronald A. [illegible]	9533 N. CALHOUN AVE.	97203	286-9101
Charles Eldeen	10026 N. Calhoun St.	97203	286-5563
Anna Marie Eldeen	10026 N. Calhoun St.	97203	286-5563
Eleanor M. Shirley	7310 N. Bank St.	97203	286-2725
Ronald L. Shirley	7310 N. Bank st	97203	286-2725
Kathleen L. Gibson	10035 N. Burr	97203	286-0774
Emily Borg	10007 N Burr	97203	286-1066
James Gibson	10035 N Burr	97203	286-0774
Frank Brambora	9583 N. Burr	97203	286-1436
Eleanor J. Barnett	9573 N. Burr	97203	286-5098
Kenneth Barnett	9573 N. Burr ave	97203	286-5098
Nancy Campbell	9565 N. Burr	97203	286-0291
Billy D. Campbell	9565 N. Burr	97203	286-0291
[illegible] Demers	9541 No Burr	97203	286-0458
Dianne Demers	9541 N. Burr	97203	286-0458
Blanche E. Minch	9534 N. Burr	97203	286-0213
Manuel DeTomis	9572 N. Burr	97203	286-3422
Allen Ken Kent	7524 N. Columbia Blvd	97203	286-4626
Dick Y. Lee	7524 N. Columbia Blvd	97203	286-4626
Edna Roesel	7534 N. Columbia Blvd	97203	286-2072
Herman Roesel	7534 N. Columbia Blvd.	97203	286-2072
Clifford S. Demming	10153 N BUCHANAN	97203	286-5695
Deborah A. Turner	10153 N. Buchanan	97203	286-5695
[illegible]	10148 N. Albina	97203	[redacted]

Mary W. Smith	9576 N. Buchanan	97203	
Delbert O. Smith	9576 N. Buchanan	97203	
Jack F. Boniface	10011 N. Buchanan	97203	
Robert J. Buckley	10003 N Buchanan	97203	
Alvina M. Buckley	10003 N. Buchanan	97203	
Elsie Andreen	10103 N Buchanan	97203	
Harold Andreen	10103 Buchanan Ave	97203	
William Wallace	10115 Buchanan Av.	97203	
Ruth A Wallace	10115 Buchanan Ave	97203	
April Stevens	10123 N Buchanan Ave	97203	286 5178
Leslie Stevens	10123 N. Buchanan	97203	286-5178
Leota L. Wells	10133 N. Buchanan	97203	286-0849
Ilva M. Wells	10133 N. Buchanan	97203	286-0849
Jennie W. Reich	10225 N Buchanan	97203	286-5125
Beverly J. Young	10205 N. Buchanan	97203	286 6398
[illegible] E. Smith	7566 N. Columbia Blvd	97203	286-1263
Eugene R Smith	"	"	"
[illegible] Bailey	10210 N. BUCHANAN	"	286-4121
Louise J Bailey	10210 N. Buchanan	"	" "
Michael D. Slattery	10202 N Buchanan	97203	286-5624
Glenda A. Slattery	" "	"	"
Gene E. Porter	10222 N. Buchanan	97203	286-2664
Beatrice Gatzke	10142 N. Buchanan		
A. W. Gatzke	10142 N. Buchanan	97203	286-3440
James F. Lackey	10136 N. Buchanan	97203	
Linda M. Lackey	10136 N. Buchanan	97203	
Ellen Austad	10124 N. Buchanan	97203	286-3529
R. Austad	" "	"	" "
Donald A. Nugent	10040 N. BUCHANAN	97203	286-2184
Ethel I. Nugent	10040 N Buchanan	97203	286-2184

WE, the Undersigned Residents and Property Owners in the Area Bounded by N. [illegible]

Herb Marghem 10030-10130-10140 N Tioga 286-5634

N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum

Sandy Nilsson 10235 N. Tioga

Livability in our Residential Neighborhood, Recommend that No Street Between N. Oswego

Robert J Berger 10020 N. Tioga 97203 286-1594

and N. Burr Avenues Be Open for Direct Access to N. Columbia Blvd.

Patricia J. Berger 10020 N. Tioga 97203 286-1594

NAME (as signed in voter's registry)	ADDRESS	ZIP #	TELEPHONE
Victor Howell	9562 N Tioga	97203	286-0810
Ronald W. Carlson	9566 N Tioga	97203	286-5348
Betty J. Carlson	9566 N. Tioga	97203	286-5348
[illegible] Connelly	9556 N. Tioga	97203	286-2569
Walter J. Connelly	9556 N. Tioga	97203	286-2569
Edward H. [illegible]	9544 N. Tioga	97203	286-3195
[illegible]	9544 N. Tioga	97203	286-3195
Tomma Skinner	9534 N Tioga	97203	286-4926
[illegible]	[illegible] N. Tioga	97203	286-[illegible]
Mrs [illegible] Henderson	9537 N Tioga	97203	286-2956
Connie R. Burbank	9555 N. Tioga	97203	286-4778
Milo M. Burbank	9555 N. Tioga	97203	286-4778
Shelley C. [illegible]	9571 N. Tioga	97203	286-[illegible]
Russell M. Gilbert	10005 N. Tioga	97203	286-4353
Jesse Rodriguez	10009 N. Tioga	97203	286-5261
[illegible]	10015 N Tioga	97203	286-1557
Pat [illegible]	10208 N Midway	97203	286-2109
Cheryle Wingfield	10015 N. Tioga	97203	286-1559
M. P. [illegible]	10021 N. Tioga	97203	
D. A. Mc[illegible]	10035 N. Tioga	97203	286-0443
Wm J. Dart	10105 N Tioga	97203	None
Frank J. Baumgart Jr.	10123 N Tioga	97203	286-2910
Lillian Walker	10215 N Tioga Ave	97203	286-0112
Richard Walker	" " " "	"	" "
Mary Nilsson	10235 Tioga	97203	286-[illegible]
Carol White	10212 N. Tioga	97203	286-0771
[illegible]	9533 N. Burr	97203	286-5259
Marilyn Balaski	9533 N. Burr	97203	286-5259
Martha [illegible]	10205 N. Tioga	[redacted]	[redacted]

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Carine E Ranel	9571 N. Buchanan	97203	286 0943
Michael P. Verbaart	9555 Buchanan	97203	286-4381
Louis J. Lorey	9543 N. Buchanan	97203	
Margaret Lorey	9543 N. Buchanan	97203	
Harry C Koepplin	9533 N Buchanan	97203	
Micky Koepplin	9533 N Buchanan	97203	
Doug Bucklory	10[illegible] N Buchanan	97203	286-1192
Bill Andrews	10143 N Buchanan	97203	
Donna Armstrong	7411 N Bank	97203	
Robert Armstrong	7411 N Bank	97203	
Richard D. Young	10205 N. Buchanan	97203	
Evelyn Madden	10135 N Calhoun	97203	
Mary Pfaff	10105 N Calhoun	97203	
~~Mary Smith~~	~~10005 N. Calhoun~~	~~97203~~	
Robert G. Teeter	9585 N Buch	97203	286-536
Rogene L. Teeter	9585 N. Buchanan	97203	286-5368
Doris Verbaart	9555 N. Buchanan	97203	286-438
Terry Ray	10006 N. Buchanan	97203	28[illegible]-[illegible]09
Patty McEaney	10136 N. Calhoun	97203	286-9111
Ronald McLewis	10136 N Calhoun	97203	
Patty Tanner	10126 N. Calhoun	97203	286-544
Daphne B. Olmsted	10127 N. Calhoun	97203	286 5543
Charles R Olmsted	10127 N Calhoun	-	-
William F. Thaix	10114 N Calhoun St		
Annie Fantine	9571 N Calhoun Ave	97203	286-
Andrew E Logoo	9545 N Calhoun	97203	2863425
Sandra Chase	9524 N. Calhoun	97203	286 4673
Ila Wiley	9542 N Calhoun	[illegible]	286302
Raymond French	10015 N Calhoun	97203	286-105
Mary E. Smith	10005 N. Calhoun	[illegible]	[illegible]

WE, the Undersig[illegible] Residents [illegible] Property Owners in the Area Bounded by N. [illegible], N. Burr, N. Columbia Blvd. [illegible] in the Interest of [illegible] Livability in our Residential [illegible], Recommend that No Street Between N. Oswego and N. Burr Avenue, Be [illegible] to N. Columbia Blvd.

AND N. BURR AVE. BE OPEN FOR DIRECT ACCESS TO COLUMBIA BLVD.

NAME	ADDRESS	ZIP #	TELEPHONE
[redacted]			
[illegible]			
Rachel Vanderwerf	10131 N. Allegheny	97203	286-2698
Joseph J. Vanderwerf	10131 N. Allegheny	97203	286-2698
Donald R. Ratliff	10122 N. Allegheny	97203	286-8626
Teresa D. Ratliff	10122 N. Allegheny	97203	286-8626
Patricia J. Lieferman	10142 N. Tioga	97203	286-[illegible]
R.H. Richardson	7606 N Bank	97203	286-[illegible]
Janet M. Tandy	10002 N Tioga	97203	286-0809
Gladys M. Howell	9562 N Tioga	97203	286-0810
Hubbert Keeler	9537 N TIOGA	97203	286 2956
Don K. Williams	9534 N TIOGA	97203	286-0939
Dorothy J. Williams	9534 N. Tioga	97203	286-0939
Gordon E. Tandy	10002 N Tioga	97203	286-0809
Clifford Borders	10010 N Tioga	97203	286-1957
Carol A. Anderson	10014 N. Buchanan	97203	286-4179
Richard S. Anderson	10014 N Buchanan	97203	286-4179
Ramona Bonnot	9564 N Buchanan	97203	
Constance Drury	9554 N. Buchanan	97203	286-8749
Inez Odegard	9523 N. Buchanan	97203	286-3185
David Odegard	9523 N. Buchanan	~~[illegible]~~	" "
Michael A. Kay	10006 N. BUCHAWN	97203	286-4[illegible]
Clarence Goebe	9586 N. Buchanan	97203	286-124[illegible]
Stephanie Goebe	9586 N Buchanan	97203	286-124[illegible]
Nikki Collaz	9532 N. Buchanan	97203	286-4812
[illegible] Coll[illegible]	9532 N. Buchanan	97203	286-4812

✓

24

We, the Undersigned Residents and Property Owners in the Area Bounded by N. Hudson, N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that No Street between N. Oswego and N. Burr Avenues be Open for Direct Access to N. Columbia Blvd.

NAME (as signed in voter's registry)	ADDRESS	ZIP #	TELEPHONE #
Mrs Edwin Estes	9207 N Mohawk	97203	286-1550
Edwin J. Estes	9207 N. Mohawk	97203	286-1550
[illegible]	[illegible] Mohawk		
Walter J. [illegible]	9123 N Mohawk	97203	286-1664
Marie [illegible]	9123 N Mohawk	97203	286-1664
[illegible]	[illegible] Mohawk	[illegible]203	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
David Harvey J	9026 N. Mohawk	97203	286-0042
[illegible]	[illegible]	97203	286-5222
[illegible]	9452 N Mohawk	97203	286-3310
William R. Haworth	9577 N. Polk	97203	286-9727
Margaret Haworth	9577 N. Polk	97203	286-9727
Anna M. Nickachos	9525 N. Polk	97203	286-3221
George T. Nickachos	9525 N PoLK Ave	97203	286-3221
[illegible] Nordstrom	9533 N. Polk	97203	286-2259
Laverne Nordstrom	9533 N. Polk	97203	286-2259
[illegible] Johnson	9555 N Polk	97203	286-1278
Katie M. Johnson	9555 N. Polk	97203	286-1278
Dorothy J. Weston	9563 N Polk	97203	286-3848
[illegible] Weston	" "	"	" "
[illegible] Juedes	9544 N Polk	97203	286-5581
Mrs E. Juedes	9544 N Polk	97203	286-5581
Mrs Geraldine Palmer	9561 N. Tioga	97203	286-2917
[illegible]	9561 N Tioga	97203	286-2917

NAME (as signed in voter's registry)	ADDRESS	ZIP #	TELEPHONE
Ellen M Doty	10318 N. Tyler	97203	286-8845
H J Edwards	10305 N Tyler	97203	286-3492
Mrs. H.J. Edwards	"	"	
Mrs Nora E. McMahon	10233 N. Tyler Ave	97203	286-1366
Robert S McMahon	10233 N Tyler Ave	97203	286-1366
Louis W. Bowers	10307 N Tyler	97203	286-5118
Carolyn Barger	10214 N. Allegheny		286-8535
Walt Barger	"	"	"
Ardis Mish	10234 N Allegheny	97203	286-1892
J R Rowley	10230 N Allegheny		286-5552
Bonita Gray	10250 N. Allegheny	97203	286-3418
Marlee Evans	10304 N Allegheny	97203	286-5034
Effie E. Huber	10314 N. Allegheny	97203	286-0367
Lyle R. Huber	10314 N. Allegheny	97203	286-0367
Mrs R.R. Johnson	10323 " "	"	286-2878
Robert R. Johnson	"	"	"
Dianne Hewick	10324 N. Allegheny		
John Hewick	"		

NAME ([redacted])	ADDRESS	ZIP #	TELEPHONE
Patricia J Hoffert	9022 N. Mohawk	97203	286 4281
Anna C Forlie	9542 N. Mohawk	97203	286-4720
Virginia Fletcher	9738 N. Mohawk	97203	286-3327
Calvin Fletcher	9738 N. Mohawk	97203	286-3327
Al J Virgor	10020 N Mohawk	97203	286-0648
Lillian F [illegible]	10020 N. Mohawk	97203	"
Karl M Wrobel	10044 N. Mohawk	97203	
Pamela J Foster	10044 N. Mohawk	97203	
[illegible]	10044 N. MOHAWK	97203	
Carol Walker	10120 N. Mohawk	97203	286-8577
Christella Combes	10134 N. Mohawk	97203	
Louise Carson	10146 N. Mohawk	97203	286-5748
[illegible]	10221 [illegible]	97203	286-1799
[illegible]	10242 N. Mohawk	97203	286-4676
C L Raffield	10215 N. Mohawk	97203	286-5366
Priscilla McMurris	10318 N. Mohawk	97203	286-0524
Diane M. Balaske	10355 N. Mohawk	97203	286-2194
John A. McMurris	10318 N. Mohawk	97203	286-0524
Irene N. Penwell	10147 N. Mohawk	97203	286-0377
Merle M. Penwell	10147 N. Mohawk	97203	286-0377
Harold H Charboneau	10136 N. Mohawk	97203	
Donald [illegible]	[illegible] N. Mohawk	97203	
Vera Law	10105 N. Mohawk	97203	286-1918
Paul Langer	9705 N. Mohawk	97203	
Billy B. Lytton	9543 N. Mohawk Ave	97203	286-3345
Juanita Lytton	9543 N. Mohawk Ave.	97203	286-3345
[illegible] Thornton	9533 N. Mohawk Ave	97203	286-5118
Edith Thornton	9533 N. Mohawk Ave.	[illegible]	[illegible]

We, the Undersigned Residents and Property Owners in the Area Bounded by N. [illegible] N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that No Street between N. Oswego and N. Burr Avenues Be Open for Direct Access to N. Columbia Blvd.

NAME ([redacted])	ADDRESS	ZIP #	TELEPHONE
Mr & Mrs D. W. Fairbank	9[illegible] N. Tioga Ave	97203	286-[illegible]882
[illegible] Emily Martin	9465 N. Tioga Ave	97203	286-[illegible]
Mr & Mrs Carl Martin	[illegible] N. Tioga Ave		286-[illegible]341
Belle Dalton	9455 N. Tioga	97203	286-1285
Anna Sorney	9466 N. Tioga	97203	286-1566
[illegible] E. W. Kelley	9473 N. Tioga	97203	
Mr & Mrs John McCaldy	94[illegible] N. Tioga	97203	286-0834
Mr + Mrs. J Oliver	931[illegible] N. Tioga	97203	286-4159
Mr & Mrs Marvin Brown	9320 N. Tioga Ave	97203	286-5514
Mrs G. Schanborn	92[illegible] N. Tioga Ave	97203	286-3581
Mrs Mollie Williams	92[illegible] N Tioga Ave	97263	286-3229
Mr. & Mrs. Geo. E. Roberts	9215 N. Tioga Ave	97203	286-470[illegible]
Mrs. Lola S. Moreno	9235 N. Tioga Ave.	97203	286-3960
Irvin Groh	9247 N Tioga Ave	97203	286-1356
Mr & Mrs. Gene E. Hale	9325 N Tioga Avenue	97203	286-[illegible]220
Mrs. Robert W. Smith	9416 N. Tioga Ave	97203	286-5576
Mrs. Fred Drenkhahn	9460 N. Tioga Ave.	97203	286-1895
Mr. Larry Kesty	9442 N Tioga Ave	97203	286-[illegible]
[illegible]	9335 N Tioga	97203	286-9561
Howard Clements	9305 N. Tioga	97203	286-9946
Robert Wick	9406 N Polk	97203	286-2384
Margaret Wick	9424 N Polk	97203	
Mr & Mrs Joe Langan	9442 N Polk	97203	286-[illegible]
Martha Cornell's	9452 N. polk ave.	97203	286-3093
Mrs Beverly Espen	9459 N. Polk	97203	286-4135
Nellie Marcus	9451 N. Polk Ave	97203	286-9310
Ida Askland	9437 N. polk Ave-	97203	286-1200
~~L. K. Burns~~	~~9[illegible] N. [illegible]~~	~~97203~~	~~[illegible]~~

NAME (as signed in voter's registry)	ADDRESS	ZIP #	TELEPHONE
Howard Kitt	10240 N Polk	97203	286-1412
Karla Kitt	10240 N Polk	97203	286-1412
[illegible]	10233 N Polk	97203	286-4315
Jay [illegible]dorff	10233 N Polk	97203	—
Patricia J. Bean	10216 N. Polk	97203	286-2092
Harvey H Bean	10216 n Polk	97208	286-2092
Bill Shep[illegible]	10103 N. Polk	97203	286-2193
Dave [illegible]	10103 N. Polk	97203	286 2193
Laura [illegible]	[illegible] N Polk	97203	286-2385
Carl Bates	10102 N. Polk	97203	286-4212
Mrs. Michael A. Hayes	9580 N Polk	97203	286-2989
[illegible] Fairchild	[illegible] N Polk Ave	97203	286-5139
[illegible]			
Ray M. [illegible]	9305 N Polk	97203	286-8077
Mr & Mrs Albert A. Hanson	9225 N Polk ave.	97203	286-2158
Mr & Mrs [illegible]	9213 n. Polk av.	97203	286-9729
Leatha & Harry Wilson	9203 N Polk.	97203	
Mrs Charlotte Erickson	[illegible] N Polk ave	97203	286-2480
Violet L. Thomas	9324 N Polk ave	97203	286-5146
Glen R. Mettler	10014 N Oswego	97203	286-2071
Netty C. Mettler	10014 N. Oswego St.	97203	" "
E. Kellman	10031 N. Oswego	97203	286-8761
Brenda Carr	10312 N. Oswego	"	—

NAME (as signed in voter's registry)	ADDRESS	ZIP #	TELEPHONE
Jewel Thomas	8530 N. Buchanan	97203	286-0576
Mary Hobkirk	8542 N. Buchanan	97203	286-4591
Ellene [illegible]	8516 N. Buchanan	"	286-3922
Howard J. [illegible]	8537 N. Buchanan	"	286-3059
Richard Schatz	8557 N. Buchanan	97203	286-2959
Celia Burley	9014 N. Buchanan	97203	286-2129
Josephine Eakin	9415 N. Polk	97203	286-9167
Frank H Newman	9024 N Buchanan	97203	286-4517
Jack Newman	9024 N. Buchanan	97203	286-4517
Adelaide C. Swanda	9032 N. Buchanan	97203	286-5008
Erwin J. Swanda	[illegible] N. Buchanan	97203	286-5008
Mary J. Boyd	9101 N. Buchanan	97203	286-4446
Richard Boos	9112 N. Buchanan	97203	286-0228
Carol Boos	9128 N. Buchanan	97203	286-[illegible]
[illegible] Schwartz	9236 N. Buchanan	97203	286-[illegible]
[illegible]	9318 N. Buchanan	97203	286-5641
William R. [illegible]	9327 N. Buchanan Ave	97203	286-1919
[illegible]	[illegible] N. Buchanan Ave	97203	286-[illegible]
Mrs. [illegible]	9533 N. Buchanan Ave	"	286-5059
[illegible]	9415 N. Buchanan	97203	286-4841
[illegible]	9432 Buchanan	97203	286-5[illegible]
[illegible]	9453 N. BUCHANAN	97203	286-5063
[illegible]	9453 N. Buchanan	97203	286-5063
Albert F. Fleight	9453 N. Buchanan Av.	97203	286-5063
[illegible]	9441 N. Buchanan	97203	286-2919
Shirley A. Fox	9405 N. Buchanan	97203	286-[illegible]
Raymond L. Fox	9405 N. Buchanan	97203	286-2444

WE, the Undersigned Residents and Property owners the Area Bounded by N. Hudson, N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that NO Street Between N. Oswego and N. Burr Avenues Be Open for Direct Access To N. Columbia Blvd.

NAME (~~as signed in voter's registry~~)	ADDRESS	ZIP #	TELEPHONE
Donald C Harvey	9524 N Polk	97203	2861835
Karen J. Harvey	9524 N. Polk	97203	286-1835
Earl Wofford	9520 N. Polk	97203	286-0096
Linda Wofford	9520 N Polk	97203	286-0096
Lucille Stark →	(10103 N. Bank (property owner) 9621 N. Deer Park Pl.)	97203	286-5426
Richard Rogers	10113 N Polk	97203	—
Robin Rackin	✓ ✓	✓	
Barbara Lewis	10146 N. Polk	97203	286-3027
Ernie Lewis	✓ ✓	✓	✓
Harold L. Kelley	7814 N. Bank	97203	286-2763
David C. Creech	7827 N. Bank	97203	—
Izabeth D. Oates	10258 N. Allegheny	97203	286-8748
Carol [illegible]	[illegible] N. Bank	97203	286-2112
Jonn R Kirk	7607 N. Fessenden	97203	286-4396
Patti E. Long	7607 N. Fessenden	97203	286-4396
Marian Charlotte	7525 N Fessenden	97203	286 9388
Irene Hansen	7505 N. Fessenden	97203	286-2041
Ruth Barclay	7515 N Fessenden	97203	
Martha Hess	7705 N Fessenden	97203	286-4547
Lois A. Hess	7705 N. Fessenden	97203	286-4547
[illegible]	7843 N Fessenden	97203	286-5406
[illegible]	[illegible] N Fessenden	97203	286-8701
Carl [illegible]	[illegible] St	97203	286-2782
Martha [illegible]	[illegible] St	97203	286-2782
[illegible]	[illegible]	97203	286-5187
Elsie Halloway	7914 N Olympia	97203	286-2334
Goldie Goodridge	8006 N. Olympia	97203	286-3928
Charles Goodridge	8006 N "	"	" "
[illegible]	[illegible]	97203	

WE, the Undersigned Residents and Property owners in the Area Bounded by N. Hudson, N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that NO Street Between N. Oswego and N. Burr Avenues Be Open for Direct Access To N. Columbia Blvd.

NAME (~~[illegible]~~)	ADDRESS	ZIP #	TELEPHONE
[illegible]	[illegible]	97203	286-3193
[illegible]	[illegible]	[illegible]	286-0802
[illegible]	[illegible]	"	286-8393
[illegible]	[illegible]	97203	286-2989
[illegible]	[illegible]	97203	286-2987
[illegible]	[illegible]		
[illegible]	[illegible]		
[illegible]			
Ralph C. Martin	10116 N Polk	97203	286-3033
[illegible]	[illegible] N Polk	97203	286-3033
[illegible]	[illegible] Polk	97203	286-9168
[illegible]	[illegible] N Polk	97203	286-9168
~~[illegible]~~	~~[illegible]~~	~~97203~~	~~[illegible]~~
~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~
[illegible]	[illegible]	97203	286-0780
[illegible] Butler	[illegible] N Mohawk	97203	2868462
Verda Butler	[illegible] N Mohawk	97203	286-8462
[illegible]	[illegible]	97203	286-1359
[illegible]	[illegible] St	97203	286-2918
Myrtle Harris	5115 N Allegheny St		
John Harris	Same		
[illegible]	[illegible] N Mohawk	97203	286-8913
[illegible] Dumont	9906 N Mohawk	97203	286-0914
[illegible] Dumont	9906 N Mohawk	97203	286-0914
[illegible]	10031 N Mohawk	97203	286-4825
[illegible]	[illegible] N Mohawk	97203	286-2250
George Aucourt	10320 N Mohawk	97203	286-2250
[illegible]	10340 N Mohawk	97203	

WE, the Undersigned Residents and Property owners in the Area Bounded by N. Hudson, N. Burr, N. Columbia Blvd. and N. Oswego in the Interest of Preserving the Maximum Livability in our Residential Neighborhood, Recommend that NO Street Between N. Oswego and N. Burr Avenues Be Open for Direct Access To N. Columbia Blvd.

NAME (~~[illegible]~~)	ADDRESS	ZIP #	TELEPHONE
Vivian R. Tracy	10259 N. Allegheny	97203	286-2146
Mrs. W. J. Poster	7714 N. Bank	97203	286-0264
[illegible] Wilson	[illegible]	97203	[illegible]
Lillian Heger	7611 N. Columbia Blvd.		
Mrs Raymond Walter	[illegible] N. Columbia	97203	286-1859
Mrs. Myrtle Bushnell	7723 N. Columbia	97203	286 2367
Stanley Shelven	7722 N COLUMBIA	97203	286 2367
RICHARD LUND	10367 N. MOHAWK	97203	286-4800
Arthur R. Childers	[illegible] N. Columbia Blvd	97203	286 5713
Mr. & Mrs. [illegible]	[illegible] N. Mohawk	97203	286-4183
[illegible]	[illegible] N. Mohawk	97203	286-3351
[illegible] Johnson	9533 N. Oswego	97203	286-0820
[illegible] Johnson	9533 N. Oswego	97203	
[illegible]	9411 N. Oswego	97203	
[illegible] Miller	10115 N. Oswego	"	
Chris Miller	10115 N. Oswego	97203	
H. Ellison	10253 N. Oswego	97203	286-1009
Roy D. Sharp	10315 N OSWEGO AVE	97203	286-1785
Leone M. Sharp	10315 N. Oswego Ave.	97203	286-1785
Mr & Mrs Max E. Reynolds	7902 N. Olympia	97203	286-5039
Edith Walton	8632 N. Olympia		
LaVerl Schover	8005 N. Hereford	97203	

NAME ~~(as signed in voter's registry)~~	ADDRESS	ZIP #	TELEPHONE
Yola K. Morrison	10425 N. Oswego Ave	97203	286-5050
Erle A. Morrison	10425 N. Oswego Ave	97203	286-5050
[illegible]	[illegible]	97203	
[illegible]	[illegible]	97203	
[illegible]	[illegible]	97203	
[illegible] Smith	[illegible]	[illegible]	286-5076
Walter N. Smith	9303 N. Buchanan	97203	286-5096
[illegible]	[illegible] N. Buchanan	97203	286-1277
Mrs John [illegible]	[illegible] Buchanan	97203	286-1277
Virginia C Davis	[illegible] N Buchanan Ave	97203	286-2429
[illegible]	[illegible] N Buchanan Ave	97203	286-3074
Leona Miller	9315 N Buchanan	97203	286-[illegible]
[illegible] Miller	[illegible] Buchanan	97203	286-[illegible]

N BURR AVENUE - N OSWEGO AVENUE SECTION

N BURR AVENUE   N CITY LIMITS UNIT

Analysis of Testimony from December 17, 1975 Corridor-Design Public Hearing

The City of Portland held a corridor-design hearing for the reconstruction of the N Burr Avenue to N Oswego Avenue section of N Columbia Blvd. on December 17, 1975. The hearing was held at George Grade School, 10000 N Burr Avenue, Portland, Oregon. The City was represented by William S. Lind, Assistant to Commissioner Connie McCready, Commissioner of Public Works, and Wayne Oberding and Glen Pierce of the City Engineer's Office.

The basic plan presented proposed the realignment of Columbia Blvd. to the north of its present location between N Burr and to N Oswego Aves., utilizing a 64 ft. curb to curb roadway width, to include a 12 ft. wide paved median strip to be used as a traffic separation and turning refuge. Included in the proposal is the construction of a landscaped buffer strip varying in width from 0-60 ft. and running the full length of the project to form a separation island between the industrial area to the north and a residential area to the south of Columbia Blvd. The project would include the construction of a sidewalk/bicycle path to be located on the northerly boundary of the residential district and running the full length of the project. A frontage road would be constructed between the buffer zone and the residential area. One access would be constructed between the frontage road and the realigned Columbia Blvd. to permit egress and ingress for the residential area. This access would be located about midway between N. Mohawk Avenue and N. Allegheny Avenue and opposite the west intersection of N. Upland Drive, on the north side of Columbia Blvd. and controlled by a traffic signal. The project would include a street drainage system and street illumination.

An alternate proposal was shown which would be the same in all features as the first proposal except for the elimination of the traffic controlled access connecting the frontage road to Columbia Blvd. In lieu of the open access two gravel surfaced accesses would be constructed for emergency vehicle use only, at the north ends of N. Oswego Avenue and N. Buchanan Avenue respectively, to the realigned Columbia Blvd.

An informational hearing was also held at George School during the afternoon beginning at 1:00 P.M., December 17, 1975, and ran concurrent with the formal hearing. Engineering personnel were present to explain the project and answer questions regarding its effects. Approximately thirty people made appearance at the informal session, while sixty-three persons were in attendance at the formal hearing. Twelve people made verbal statements and seven others submitted cards with written statements; two letters were received with statements during the hearing, or within the ten day response period.

A large majority (16) of those giving testimony were in favor of the alternative to construct a traffic light controlled access from the frontage road to the realigned Columbia Blvd., while three favored the access for emergency vehicles only alternative. The preponderance of the testimony indicated more concern for traffic and pedestrian safety and noise problems existing east of the project limits. The general feeling was that these problems should be resolved as a part of this project even to the point of delaying the project construction schedule. The general overall design features of the proposal were well received, however many voiced opinions that the project limits should be expanded to encompass the before mentioned problems east of N. Burr Ave.

Considerable testimony was received from both the Portland Fire and Police Bureaus. These organizations favor the "for access" alternative. The Fire Bureau was quite emphatic regarding the necessity of an access for the protection of the residential area on the south side and the industrial area on the north side of Columbia Blvd.

One petition was received containing 118 signatures requesting that an access between the frontage road and Columbia Blvd. be constructed as part of the project. Canvassing for this petition was conducted during the month of December within the residential area generally north of N. Bank Street between N. Burr Avenue and N. Oswego Avenue.

A petition containing 231 signatures requesting all streets be closed to Columbia Blvd., submitted to the City September 15, 1975, by the North Portland Citizens Committee, was referred to in the testimony and therefore will be admitted as part of the hearing testimony. This petition had been circulated during the summer of 1975, within the residential area between N. Fessenden Street, N. Columbia Blvd., and between N. Burr Avenue and N. Oswego Avenue. The feeling of these petitioners is that any open access to the reconstructed Columbia Blvd. would act to channel non-residential vehicular and truck traffic through the residential area in search of a short cut to the St. John's Bridge crossing the Willamette River. Those petitioners asking "for access" in the December petition were desirous of the conveniences which would be afforded in the use of the reconstructed arterial highway and the multi-response protection to be retained for fire and police protection. Analysis of the two petitions and available supporting data would indicate that approximately 80% of the people who first desired "no access" have changed their position and desire an access to Columbia Blvd.

The verbal testimony as received during the hearing indicated that an access connecting the frontage road to the reconstructed Columbia Blvd. is the most popular alternative.

N. COLUMBIA BLVD. - BURR TO OSWEGO

Tabulation of dwelling units signing petitions for or against access to the relocated Columbia Blvd. from the residential neighborhood bounded by N. Columbia, N. Oswego, N. Fessenden and N. Burr.

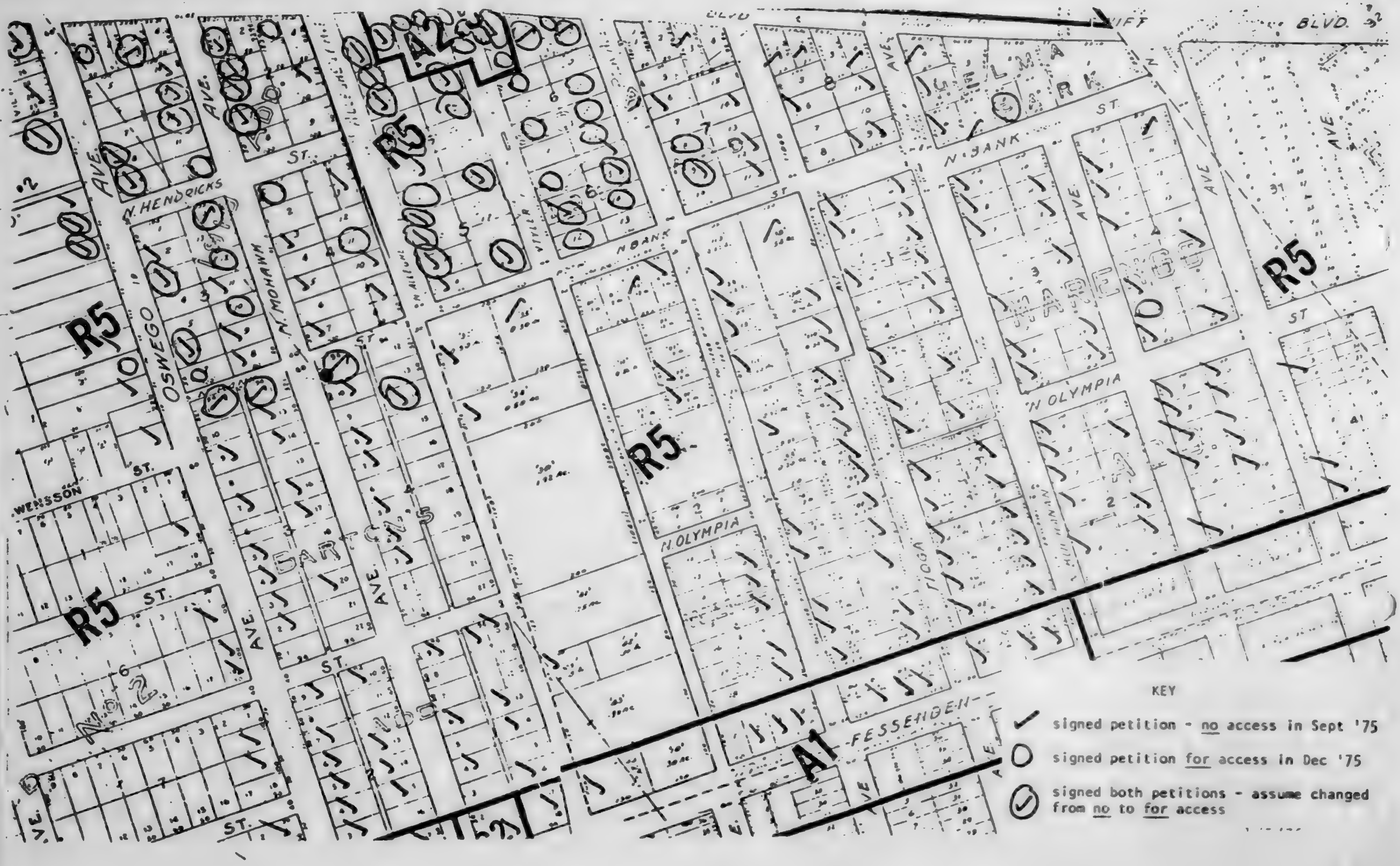
	Total Dwelling Units	Dwelling Units No Access Sept '75	Signing Petition For Access Dec '75	Apparent Change "no" to "for"
Oswego (both sides)	51	32	11	8
Mohawk	47	30	10	6
Allegheny	24	18	10	7
Tyler	19	6	18	6
Polk	36	32	7	2
Tioga	35	30	-	-
Buchanan	36	30	-	-
Calhoun	26	18	-	-
Burr (both sides)	19	10	1	-
Columbia (south side)	10	7	-	-
Henricks	4	1	5	3
Bank	18	11	3	1
Olympia	9	4	4	3
Fessenden (north side)	21	12	-	-
Subtotal	356			
Less Vacancies	-12			
Total	344	231	69	36

RECAP

Total dwelling units available to sign	344	100%
Signed "no access" petition, Sept '75	231	67%
* Changed to "for access", Dec '75	-36	11%
Unchanged "no access", Dec '75	195	56%
Signed "for access" petition, Dec '75	69	20%
Did not sign either petition	80	23%
Total Number of Individuals Signing Petitions		
"No Access", Sept '75	434 ?	
"For Access", Dec '75	118	

* Of the 231 contacted on September "no access" petition, 44 were re-contacted on the December "for access" petition. Of this number 36 /_80%_/ changed position to "for access". 80%

1-5-76


SWIFT BLVD.
BLVD.
ELMA PARK
N. BANK ST.
N. HENDRICKS
N. MOHAWK
OSWEGO AVE.
N. OLYMPIA
N. OLYMPIA
TIOGA
FESSENDEN
WENSSON ST.
AVE.
ST.
R5
R5
R5
R5
R5
A2
A1
KEY
✓ signed petition - no access in Sept '75
○ signed petition for access in Dec '75
✓ signed both petitions - assume changed from no to for access

Lano
Portland

NARRATIVE REPORT
NORTH BURR TO NORTH OSWEGO AVENUE
COLUMBIA BLVD. RECONSTRUCTION

-3-76

This survey was to prepare plans and specification to improve this section to a four-lane section with left turn refuges, [illegible] curbs, sidewalk and adequate drainage facilities.

OF [illegible]
COLUMBIA BLVD. ALIGNMENT

The proposed centerline leaves and returns to the present alignment at the end of the project by [illegible] & reverse [illegible] curves, placin the proposed alignment north of the present Columbia Blvd.. This makes room for the lanscaped buffer zone and a local acess road between the proposed Columbia Blvd. alignment and the neighborhood to its south. Acess is planne by connecting the two Upland Drives [illegible] road on the north, and one acess to the south opposite the most westerly Upland Drive. This is the onlyacess to he south and the proposal includes a 3 phase traffic activated signal here. It is proposed to utilize the south half of the present Columbia Blvd. pavement as the service road by overlaying and adding curbs and drainage.

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COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CONTROL

Elevation control	City of Portland Datum
Coordinates	Assumed local datum plane coordinates
Bearing	O.S.H.D. R/W map drg no. 68-4-11

LANSCAPE BUFFER ZONE PROPOSAL

This proposal would be fenced on the south side of the new alignment and the landscaping would consist of lawn, trees and a sprinkler system. Topsoil may have to be provided if native soil is not suitable for lawn. Landscaping on the north side of the proposal road will be determined later, by the city of Portland.

TYPICAL SECTION

The proposal is for four twelve foot travel lanes one 12' foot median area seperating opposing traffic lane by painted stripping and two 2 foot shoulders at each outside lane. Sidewalk and bike path is proposed south of the service road, to run for the length of the project.

CONNECTING STREETS

All streets including North Burr Street and North Oswego are to be closed to Columbia Blvd. traffic. The only street opening to the neighborhood will be the signalized acess opposite west Upland Drive.

EARTHWORK

THe project will have [illegible] cubic yards of general excavation of which 5000 cubic yards is waste.

LOCATION OF WASTE SITES

Upland Industries located ajacent to the north of the R/W line.

BASE DESIGN

Paving 2 inches A.C. final lift (future)
4 inches A.C. intermediate

Base rock 6 inches cement treated base aggregate

Subgrade 6 inches cement treated subgrade

DRAINAGE

The propose Columbia Blvd. surface drainge will drain into the two existing Upland Drive storm systems. The service road will have a seperate drainage system that will connect into a 30" x 30" combination storm and sanitary sewer on the west end of the project. The existing 8" to 10" storm sewer in the existing Columbia Blvd. will be abandoned, as it does not have adequate capacity and all manholes would have to be rebuilt due to the location in the buffer landscape zone.

UTILITIES

WATER MAIN CONFLICT The existing 12" water main in Upland Drives will have to be lowered to allow construction of the Columbia Blvd. proposal.

GAS LINES OR MAINS A 12 3/4" o.d. wld. gas main exist and the location according to gas company records is just north of the north edge of pavement of the existing Columbia Blvd.. Ours cross section show there could be a conflict with the grading operating at the service road acess point, also the stan pipe would have to be protected during construction. At this writing the gas company plans to pot hole the 12 3/4" line and metr location crew wll tie the same when notified.

TELEPHONE Pacific Northwest Bell has a underground cable parallel to the above gas main from the west end of project Upland DRive, here too there could be a conflict at Upland Drive. To

POWER LINES To the best of my knowledge there are no underground power cables or conduits on the project, however there are a number of power pole belonging to P.G.E and P.P.&L. on the project that will have to be moved.

TEMPORARY CONNECTION TO WEST END OF THE PROJECT

Under this proposal the west end of the project is designed to meet the edges of the existing pavement the temporary use. The alignment in this area will be determined at a later date as the city of Portland and the state are working toward extending the upgrading of Columbia Blvd. west to the city limits in the near future.

RIGHT OF WAY

The project was designed to utilizing the existing R/W also land to the north of the existing R/W donated to the city of Portland as a buffer zone between then proposed industrial park north of the exsting R/W. It is my understanding the city is in the process of obtaining a deed change so said buffer may be use for road puposes. Permit of entry for driveway construction will have to be obtained in service road area.

STAGE CONSTRUCTION

No stage construction plan submitted It is felt this could best be handled by Resident Engineer and Contractor.

CITY OF PORTLAND REQUESTS

The city of Portland request this project to be included in the April 1976 letting due to budget problems after that date.

No[illegible] 1 of 2

Cons. Bid Item Unit Cost as per Cliff Layton, Cost Analysis, visit to project on 1/12/76.

N. COLUMBIA BLVD

N. BURR AVE - N. OSWEGO AVE Sect.

ITEM	UNIT	NET QUANT.	UNIT COST	TOTAL COST
Mobilization	ALL	ALL	ALL	$58,026.50
Temp. Protection & Dir. of Traffic	ALL	ALL		By Salem
Temporary Signs	Sq. Ft.			By Salem
Temp. Barricades - Lighted	Lin Ft.	2100		By Salem
Flagmen	Hour	[illegible]	$15.00	$[illegible]
Clearing & Grubbing	ALL	ALL	ALL	$7,500.00
General Excavation	Cu. Yd.	19,002	$3.00	57,006.00
Trench Excavation	Cu. Yd.	6435	10.00	64,350.00
Curb Removal	Lin. Ft.	810	1.00	810.00
Pavement Removal	Sq. Yd	7040	0.75	5,280.00
Finishing Roadbed & Slopes	ALL	ALL	ALL	5,000.00
Watering	M-Gal	400	8.00	3,200.00
3/4"-0" Aggregate	TON	61	6.00	366.00
Cement Treated Subgrade	Sq. Yd.	23,390	0.65	15,203.50
Cement in Subgrade	Ton	276	75.00	20,700.00
Treated Aggregate Base	TON	7286	6.50	47,359.00
Cement in Aggregate	TON	401	75.00	30,075.00
Asphalt in Seal	TON	20	130.00	2,600.00
Asphalt Concrete Mixture	TON	5250	10.00	52,500.00
Asphalt in Concrete Mixture	TON	288	80.00	23,040.00
12"-Inch Concrete Sewer Pipe	Lin. Ft.	3833	9.00	34,497.00
15"-Inch Concrete Sewer Pipe	Lin. Ft.	1498	11.75	17,601.50
18"-Inch Concrete Sewer Pipe	Lin. Ft.	650	16.00	10,400.00
21"-Inch Concrete Sewer Pipe	Lin. Ft.	285	18.75	5,343.75
Extra for Pipe Under Pavement	Lin Ft	1261	12.00	15,132.00
Concrete Manholes - Type "A"	Each	10	700.00	7,000.00

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JAN 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ RPE ☐ CE ☐ RE ☐ DPE ☐

Flagmen	Hour	200	$ 15.00	$ 3,000.00
Clearing & Grubbing	ALL	ALL	ALL	$ 7,500.00
General Excavation	Cu. Yd.	19,002	$ 3.00	57,006.00
Trench Excavation	Cu. Yd.	6435	10.00	64,350.00
Curb Removal	Lin. Ft.	810	1.00	810.00
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21"-Inch Concrete Sewer Pipe	Lin. Ft.	285	18.75	5,343.75
Extra for Pipe Under Pavement	Lin Ft	1261	12.00	15,132.00
Concrete Manholes - Type "A"	Each	10	700.00	7,000.00
Concrete Manholes - Type "B"	Each	9	650.00	5,850.00
Concrete Inlets - Type "P"	Each	47	375.00	17,625.00
Adjusting Manholes	Each	15	250.00	3,750.00
Capping Manholes	Each	4	100.00	400.00
Capping Inlets	Each	8	75.00	600.00

N. COLUMBIA BLVD.

N. BURR AVE - N. OSWEGO AVE SECT.

ITEM	UNIT	NET Quant	UNIT COST	TOTAL COST
P.C.C Sidewalk	Sq. Yd	2080	$ 10.00	$ 20,800.00
Type "C" Concrete Curb	Lin. Ft.	9175	2.75	25,231.25
Type "F" Concrete curb	Lin. Ft.	250	2.75	687.50
72" Inch Chain Link Fence	Lin. Ft	2650	10.00	26,500.00
Extra for Street Approachs	Each	9	100.00	900.00
Landscaping	ALL	ALL	ALL	90,453.00
Illumination (City's Estimate)	ALL	ALL	ALL	104,370.00
Traffic Actuated Signal - 3 Phase	ALL	1	ALL	By Salem
			Sub Total	$ 783,357.
Engineering & Contingencies			20%	$ 156,671.
			TOTAL	$ 940,028

Note: Total cost shown does not include Temp. Protection & Direction of Traffic, Temp. Signing, Temp. [illegible]

72" Inch Chain Link Fence	Lin. Ft	2650	10.00	26,500.00
Extra for Street Approachs	Each	9	100.00	900.00
Landscaping	ALL	ALL	ALL	90,453.00
Illumination (City's Estimate)	ALL	ALL	ALL	104,370.00
Traffic Actuated Signal - 3 Phase	ALL	1	ALL	By Salem
			Sub Total	$ 783,357.
Engineering & Contingencies			20%	$ 156,671.
			TOTAL	$ 940,028

Note: Total cost shown does not include Temp. Protection & Direction of Traffic, Temp. Signing, Temp. Barricades, or 3 Phase Traffic Actuated Signal.

8354

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Columbia Blvd. N. Oswego-N. Burr Aves.
Date 24 Dec. 75

Highway: FAU 0944
Traffic Coefficient 10.0

County: Multnomah
18 kip s.a. per day 648.7

Prefix: 326-1943
R value 16

Res. Engr: George F. Bresnan
Frost Penetration

CBE Total Requirement 30.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
4.0"	A.C. (Immediate)	8.0
6.0"	T.B.	11.0
6.0"	C.T.S.	6.0
18.0"		29.0

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DEC 26 '75
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
	NOTED					

E. S. HUNTER

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

8334

13

FORM 81-7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
December 15, 1975

FILE: 326-1943
75-19

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: N. Burr - N. Oswego Section
N. Oswego - W. City Limits Section
Columbia Blvd.

TO: MEMO TO THE FILE

On December 9, 1975 Cliff Christianson, Wayne Oberding, Frank Bresnan and I met to discuss subject projects.

The N. Burr - N. Oswego section goes to public hearing on December 17 and is scheduled for the April 29 bid opening. Oberding stated that that was the last bid opening the city could meet for this year's budget. He was concerned that any delays in that letting may cause budgeting problems for the city.

Christianson said that improvement work on approximately one block of North Bank Street may be eligible for federal funding because of the severing of North Burr Street, forcing traffic to divert over North Bank Street.

Oberding handed out a letter he had received from Bill Dirker, Transportation Coordinator, City of Portland, in which Dirker states his concern for the noise impact on the George School because of the Columbia Boulevard traffic. Dirker asked that a study of the noise be included in the Burr - Oswego section. Oberding fears, and I believe rightly so, that including the study in Burr - Oswego project, if indeed we were able to, would delay the project beyond the April bid letting.

Oberding asked if there were any problems with considering the noise study as part of the N. Oswego - W. City Limits section preliminary engineering work. Christianson said he had no problem with this, but the study should be done in accordance with FHWA PPM 19-2.

I feel that it would be better to include the study in the second Columbia Boulevard project so there will be no delays in letting the contract on the first project.

Oberding will send me a letter requesting the study be included in the N. Oswego - W. City Limits preliminary engineering.

mb
Attachment
cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
G. A. Potter
C. T. Christianson
Wayne Oberding
Frank Bresnan

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DEC 17 '75
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FOR

Info	Inves	R/D	D/R	Sign	Act.	File

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

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DEC 17 '75
REFER TO
FOR
Info
Inves
R.D
D.R
Sign

MEMORANDUM

December 3, 1975

TO: WAYNE OBERDING, BUREAU OF STREETS AND STRUCTURES

FROM: BILL DIRKER, TRANSPORTATION COORDINATOR

SUBJECT: NORTH COLUMBIA BLVD. PROJECT

At a recent conference in Salem I had an opportunity to informally discuss several aspects of the Columbia Blvd. project with Federal Highway Administration personnel. This covered several specific items that we had discussed among ourselves from time to time. The following is a summary of these discussions and of a phone conversation with Cliff Christenson, the FHWA individual in the Oregon District responsible for Portland projects. I understand he also is going to call you with essentially the same information.

The general thrust of this effort is to construct a highway project that provides benefits not only to the highway user but also to the general community or at least minimizes the adverse impacts of the highway project on the community. It would seem that the city's responsibility to extend benefits of the project to the general community as far as possible within the bounds of reasonableness and of the law.

It does not appear that the project title, North Columbia Blvd., between Burr and Oswego, imposes precise physical limits on improvements that can be included on the project. In fact the present proposed designs extend improvements several hundred feet west of North Oswego Street.

The protection of the George School from noise impact is reasonable to include in the project. The memorandum dated November 5 from Paul Herman, acoustical project manager, described this problem and some possible solutions. Noise abatement measures could be included in the project design with a proper justification. Care should be taken that the technical noise analysis was done in accordance with FHWA PPM 90-2. To avoid the critcism that the problem was created by improper location, we should include in our justification a description of substantial changed conditions that have occurred since the school was located there. Specifically this is the extensive industrialization that has occurred at Rivergate and the Terminal 4 and other adjacent areas. Also the recognization of adverse noise impacts and the development of noise standards has occurred since the school was located there. We should also demonstrate that the noise abatement benefits outweigh the economic and environmental costs.

We can also apply to safety improvements in this area. We will probably require fencing along the sidewalk on one or both sides of Columbia. This hazardous condition can be so vividly demonstrated that there should be no difficulty in qualifying it for inclusion in this project. Also a traffic signal can probably be justified, possibly at the intersectionof N. Macrum and Columbia. This can probably be justified as safer crossing or entry into Columbia Blvd. will be facilitated not only at this intersection but all along this long stretch by virtue of the platooning effect on traffic flow of this signal.

The improvement of Buchanan and Bank Streets to handle additional traffic between the frontage road and North Burr may possibly also qualify but this is not nearly so clear. Nevertheless, it seems we should try to do this to the extent that it is directly related to the project.

It is probably desirable to illustrate the items discussed above as possible design features to be included in the project and present them to the public hearing for the purpose of getting views and testimony.

BD:ce

cc: John Lang, Bur. of Streets and Structures
Paul Herman, Bur. of Neighborhood Environment
Don Bergstrom, Bur. of Traffic Engineering
Cliff Christenson, FHWA, P.O. Box 300, Salem

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 SW 6th Avenue, Room 411
Portland, Oregon 97204

Attention of Mr. John M. Lang, State Highway Coordinator

Request No. (assigned by staff engineer or head of section) CC 1515

Date July 25, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Urban System Project M-0944(1)
N. Oswego Avenue - N. Burr Avenue Section
N. Columbia Boulevard, FAU 0944
City of Portland

Itemized Statement:

Advance Deposit $7,700.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on the subject project.		
		Amount to be transferred		$6,700.00
		To be retained		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 7,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-1943-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 10, 1975
Portland, OR 97213

FILE: 326-1943-100

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Burr-Oswego section
N. Columbia Blvd. widening

TO: MEMO TO THE FILE

I reviewed the schedule for the highway division to proceed with the preliminary engineering on the subject project which was approved June 26.

I advised Wayne Oberding, city of Portland, that we could not meet our earlier commitments on the project which has been delayed several months in establishing preliminary engineering. Due to this delay, the division is now engaged in the summer construction season. Also, the city has placed a high priority on the Hawthorne Bridge-Burnside Bridge section of Front Avenue, and the immediate effort is being placed on that project. Also, a high priority is being placed on the Banfield and Sunset busways in conjunction with the Mt. Hood Freeway transfer funds that draws the effort anticipated for Columbia Boulevard.

I told Wayne that we could get to preliminary engineering on the project in about three months. I also told him I thought this would make no difference in the construction of the project; that being whether the contract was awarded in December or in March, due to the fact that the actual construction season will begin next spring.

ebg

cc: F. B. Klaboe
E. S. Hunter
K. D. Limbocker
G. F. Bresnan

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STATE HWY ENGR
JUL 11 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

85352 15

June 30, 1975

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5367

Gentlemen:

Attached for your records are two fully executed copies of an Urban System Project Agreement covering improvement to the N. Oswego Avenue-N. Burr Avenue Section of the N. Columbia Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C.W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. agree. attach.)
fkn/hb

8354 Contract 8354 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 26, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Oswego Ave.-N. Burr Ave. Section
N. Columbia Blvd.
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 1 : E. L. Hardt
District 2b : J. D. McClure
METRO: R. N. Bothman

APPROVED
ESH
E. S. Hunter
Date 6-26-75

ACTION
COUNTY-CITY
FEDERAL AID
JUN 26 1975

RECEIVED
JUN 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 4, 1975

A. PROJECT IDENTIFICATION

Name of Project Oswego Ave. to North Burr Ave (M-0944(-)) (Section)

Location of Project - North Columbia Boulevard (Highway Name) (Highway No., US - ORE)

Porltand (City) Multnomah (County) Metro (Region)

Program FAU (Funding) $1,000,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To add a turning median to N. Columbia Blvd., reconstruct roadway, construct curbs and drainage facilities, create a landscaped buffer between N. Columbia Blvd. and homes to the south. Several streets with access on to N. Columbia Blvd. would be closed to prevent undesirable traffic through the neighborhood.

Origin and History: This is one of several projects which have been constructed or planned for the future to create a four-lane major arterial along North Columbia Blvd.--Lombard Street. (Continued on page 1a)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately .5 mile

Termini Oswego Ave. and N. Burr Ave.

Alignment (new or existing) New centerline would vary from the same as existing to 100' north of existing.

CATEGORY
3
NON-MAJOR

Form (2)9-74

Continue-Origin and History:

The intent is to provide adequate access to the Riverside Industrial Park. This industrial area is as yet relatively undeveloped. An oil refinery is expected to be built at the site in the future. Much of the area is owned by the Port of Portland. The other end of the arterial would have an interchange with the proposed I-205. Most of the arterial is already four laned so that the roadway is already serving as a major arterial.

The proposed project is part of a longer section West City Limits to N. Burr Avenue. The Oswego Ave. to N. Burr Ave. segment has been separated out because adequate right-of-way is available and it is necessary to respond as quickly as possible to the needs of the neighborhood. The section from Oswego Ave. to West City Limits requires additional right-of-way, which would be time consuming, and the traffic impacts on the abbutting housing is considerably less as the only residential area is adequately setback from the roadway. All the residences along this segment are in a planned unit development with no through streets to residential areas south of the development so that they are not experiencing garbage truck traffic through their streets. This segment is not expected to be programmed for at least four years.

The existing roadway of the proposed project area consists of four eleven-foot lanes with no paved shoulder or median. The original roadway was constructed in 1940 as an access to the shipyards. The roadway does not have an adequate base which has contributed to its deteriorated condition. The combination of a rutted road and significant truck traffic has produced considerable noise impact on the abutting residential area.

In addition to street noise, the proximity of the City Dump and the access of the residential streets directly onto North Columbia has lead to garbage trucks using the residential streets between Oswego Ave. and N. Burr Ave. in route to the dump from the residential area south of Fessendon. Residents north of Fessendon have asked the city to cut off all access to North Columbia Blvd. between and including Oswego Ave. and N. Burr Ave.

The property north of N. Columbia Blvd. is owned by Union Pacific and is being developed as an industrial area. They have deeded to the city a strip of property to be used as a buffer zone. The city's proposal would shift the roadway alignment north and establish the buffer zone on the south side of the roadway between it and the houses. One of the original proposal suggested to the neighborhood group was a landscaped noise attenuating berm approximately 16 feet high, the base of which would consisted of solid waste. The residents rejected this plan because they felt it would block their view of Mt. St. Helens.

City sponsered neighborhood meetings are continuing in order to work out final details of the project.

Description of Project (cor

Right-of-Way (acreage and type of land use) Existing 80 to 100 ft. right-of-way and adjacent city-owned buffer strip (east of Oswego Ave.) to be utilized.

Typical Section 64 ft. Columbia Blvd. 4 travel lanes and turning median plus a 24 to 32 ft. frontage road and 70 ft. buffer strip east of Oswego Ave.

Bikeway Combination sidewalk/bikeway on south side.

Structures None

Additional Facilities None

Access Control Local access on south side of Columbia Blvd. between Oswego Ave. and Burr Ave. to be closed.

Materials Portland area

Borrow and Waste Disposal Portland area

Special Construction Methods None

Characteristics (ADT) 5,800 ADT on N. Columbia at N. Burr Ave.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Frontage road serving properties on south of Columbia Blvd., 70 ft. buffer zone between Frontage Road and realigned Columbia Blvd., 64 ft. Columbia Blvd. (4 travel lanes and turning median). Close access at Oswego Ave., Burr Ave., and streets between. See attached Figure A.

(2) Same as (1) above, but retain access at Oswego Ave. and Burr Ave.

(3) Approximately 60 ft. buffer both on south and north sides of Columbia Blvd., 64 ft. Columbia Blvd., all local street access retained, homes on south side of Columbia to have access via driveways through buffer zone.

(4) No build.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Meetings held with North Portland Citizens' Committee

Public Hearing(s) Schedule: ☐ Not Required ☐ Required

Type ____ Tentative Date(s) June 7th.

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ____ Date Received ____

Expected Coordination with Local, State and Federal Agencies

Portland, CRAG, OSHD, FHWA

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation North Portland Citizens' Committee.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☐ Survey Authorization ____________
☐ Reconnaissance ____________
☐ Field Location ____________
☐ Office Location ____________
☐ Field Prel. Design ____________
☐ Office Prel. Design ____________
☐ Final Design ____________
☐ Contract Plans ____________

FHWA

Status — Date

☐ Systems Planning ____________
☐ Prel. Engineering ____________
☐ Corridor Approval ____________
☐ Design Approval ____________
☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project is located in north Portland immediately south of the Columbia Slough, a small secondary waterway on the Columbia River flood plain. The project site has an average elevation of approximately 65 ft. above mean sea level with a mildly undulating terrain. No structural drainage facilities are currently present along Columbia Blvd. Vacant land on the north side of Columbia Blvd., from Oswego Avd. to Burr Ave., is predominantely open with sporadic patches of small trees, shrubs, and blackberry thickets. Small rodents, birds, and other associated fauna can be expected to occur in the undeveloped spaces. North of Columbia Blvd. vacant industrial lots are overgrown with brush. The remaining project area is developed and flora consists of varying degrees of individual landscaping around residential units and commercial sites. Predominant surface soil type--sandy loam. Present roadway is constructed on poor subgrade materials.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) East of Oswego Ave. the land is zoned R5, and is extensively developed with single family residences, and several small multi-unit complexes. George School is located at the eastern project limit. North of Columbia there is vacant industrial land. The current rough roadway causes truck traffic to disturb nearby residents with excessive noise and vibration.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
No purchase of right-of-way is required. Between Oswego Ave. and N. Burr the 90 ft. strip of land adjacent to the present 100 ft. right-of-way deeded to the city by Union Pacific Railroad for use as a buffer zone. This land will have to be redeeded for right-of-way use.

   Consequences:
Union Pacific has agreed to use of the original Buffer zone for roadway with with buffer shifted to the south side. The agreement however stipulates that 20 ft. of the north side right-of-way will be landscaped to create a buffering effect on the north side also.

2. Estimated Changes in Traffic Patterns:
No access to Columbia Blvd. from streets south of Columbia Blvd. and east of Oswego Ave. Streets to be closed are N. Oswego Ave., N. Mohawk Ave., N. Allegheny Ave., N. Tyler Ave., N. Polk Ave., N. Tigoa Ave., N. Buchanan Ave., and N. Burr Ave. Traffic will increase by approximately 400 vehicles on Fessenden.

   Consequences:
Creates out-of-direction travel for motorists south of Columbia Blvd. desiring to travel on Columbia Blvd. Oswego Ave. currently handles the majority of this traffic (1512 ADT on Oswego in May, 1972). Traffic can be expected to increase on Midway Ave., Oregonian Ave., Macrum Ave., Columbia Way and Fessenden Streets. Midway Ave. and Oregonian will be signed to prohibit trucks. The Macrum-N. Columbia Blvd. intersection will receive some additional turning pressure and signals will be installed in the future.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Effects will be positive rather than negative.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Closure of local street access south of Columbia Blvd. between Oswego and Burr will result in traffic increases on other area streets. The closure will affect motorists wishing to travel west on Columbia Blvd. This traffic movement will probably be light since only the city's disposal site and Rivergate Industrial area are located west on Columbia Blvd.

7. Potential for Controversial Issues:

Closure of local street access is a potentially controversial issue. The North Portland Citizens' Committee recommended closure of all southern access to Columbia between and including Oswego Ave. to Burr Ave.

George School, located immediate east of the project limits may raise the question of noise attenuation. The effect of the porject on noise however is expected to decrease the noise levels because of improved surfacing and a slight decrease of traffic in the short run. The overall growth of traffic expected on this roadway will occur irrespective of the proposal project. The impacts if any on the school generated from this project are postive rather than negative.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      Possible increase in air pollution on Midway Ave., Oregonian Ave., Macrum Ave., Columbia Way, and Fessenden Street.

   b. Noise Standards

      Possible slight increases in noise (less than 1 dBA) on Midway Ave., Oregonian Ave., Macrum Ave., Columbia Way and Fessenden St. Noise levels should be reduced on Columbia Blvd. due to improved road surface.

   c. Water Quality Standards

      Not applicable

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Assessment Only
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ______________________

FAU

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 6-175

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-25-75

BY (Signature): L. W. Rulien's June 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 39 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
39	M-0944(1) 6-25-75	0.5	70,000	54,600	North Oswego Ave.- North Burr Avenue (Portland) Section Multnomah County State of Oregon	Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
JUN 30 1975
☑ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-25-75	Original Signed By G. L. GREEN Division Engineer G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM PR-48
(Rev. 8-71)

FAU

Budget Bureau No. 41-R206

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO. 6-175

DATE SUBMITTED TO W.O. JUN 25 1975

6-16-75

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1 (19) (20)	City St., N. Columbia Blvd. (Portland) 21 65		5,350 (66)	9,100 (70)	95 (71) (72)	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Preliminary Engineering 28 62	(63) (65)					A-6 (72) (73)	(74) (75)	M- 14 23	0944(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Urban System	Multnomah

NAME OF URBAN AREA		ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland 17-31	027	U	0944	(52) City St. (56)	(57) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	City St., N. Columbia Blvd. in Portland	0.5	70,000	54,600	7,700	7,700 (City)
5					ROW							
5					CONST (CODE)		"N. Oswego Ave.- N. Burr Avenue (Portland) Sec."					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.5	70,000	54,600	7,700	7,700 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

JUN 25 1975

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 26 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐
☑ PE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-16-75

(describe up...)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
lumbia Blvd. (Portland)		5,350	9,100	95	10	Oregon	41	W36	39

NATL. FOREST	FA ROUTE NO.	[illegible]	[illegible]	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					A-6		M-	0944(1)			

ban System

rtland 027

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 0944 STATE City St. U.S. ---

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ity St., N. Columbia Blvd. in Portland	0.5	70,000	54,600	7,700	7,700 (City)	P.E. all phases incl. preparation of project assessment
						(Future 64' curb to curb roadway, 14' left-turn median & 8' sidewalk/bikeway each side)
"N. Oswego Ave.- N. Burr Avenue (Portland) Sec."						ROW - 100' normal; Access Control-none; Parking Restrictions- Complete.
PROJECT TOTALS	0.5	70,000	54,600	7,700	7,700 (City)	

RECEIVED
COUNTY & CITY SECTION
JUN 2 6 1975
☑ ENGR. ☐ COOR. ☐ JE ☐ AE ☐ UE
☑ PE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

-OVER-

USCOMM DUSC OMM-DC 48805-P61

N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION

PROJECT NO. M-0944(1)

Existing Facility: 4 11-foot travel lanes with 10-foot oiled shoulders.

Adjacent Sections: Same as existing facility.

Project Data: The work under this project consists of all phases of preliminary engineering including preparation of project assessment for the future construction necessary to widen the existing facility to a 64-foot curbed roadway section to provide 4 12-foot travel lanes, 14-foot left turn median and 8-foot sidewalk/bikeway on each side.

Note: Portions of the preliminary engineering will be accomplished by City of Portland forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interim Urban System approved by FHWA March 3, 1975.

Data for PR-37:

Preliminary Engineering	
Field Work - - - - - - - - - - - - - - - - - - -	$60,000
PS & E Preparation - - - - - - - - - - - - - - -	10,000
Total	$70,000

NOTE: This project is in Congressional District No. 3.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 16, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon M-0944(-)
Oswego Avenue-N. Burr Avenue Section
N. Columbia Blvd.
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The environmental assessment for this project, as submitted by Mr. Rulien's memorandum of June 12, 1975 has been reviewed. On projects of this type I believe some attempt should be made to quantify the Materials, Borrow and Waste as shown on page 2. If any of these are significant, the source and/or disposal plan should be discussed. If they are not significant, it should be so stated.

Confirming the March 7, 1975 agreement between our Area Engineer, your Metro Engineer and the City of Portland Road & Street Engineer, I concur in your "non-major" classification. Based on potential controversy or possible changes in design concept that could occur in dealing with the community, I suggest that the Metro office monitor the project development process for possible changes that could result in reclassification to a major action category.

for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

6-18-75
ORIGINAL TO
L. W. Rulien

RECEIVED
STATE HWY ENGR
JUN 18 '75
REFER TO
Hunter
FOR
Info | Inves | R.D | D.R | Sign | Act ✓ | File

cy ae

RECEIVED
JUN 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

13

~~PRO 6-2~~

June 16, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0944(1)

We are submitting program data for one preliminary engineering project, Item No. 39, Project No. M-0944(1), "N. Oswego Ave.-N. Burr Ave. (Portland) Section," which we desire to have included in the Federal-Aid Urban System Highway Program.

This project was originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by City of Portland and State forces necessary to obtain location/design approval.

Enclosed is a copy of the City of Portland's "Federal-Aid Urban System Project Request" dated February 4, 1975.

Enc.

CL:pr

Budget Bureau No. 41-R2057

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

6-16-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., N. Columbia Blvd. (Portland)	ADT	PRESENT 5,350	FUTURE 9,100	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0944(1)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah			
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 0944	STATE City St.	U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		City St., N. Columbia Blvd. in Portland	0.5	70,000	54,600	7,700	7,700 (City)
5					ROW							
5					CONST (CODE)		"N. Oswego Ave.- N. Burr Avenue (Portland) Sec."					
							PROJECT TOTALS	0.5	70,000	54,600	7,700	7,700 (City)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-16-75

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
bia Blvd. (Portland)		5,350	9,100	95	10	Oregon	41	W36	39

NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							M-	0944(1)			

/System

and

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0944	City St.	---

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
St., N. Columbia vd. in Portland	0.5	70,000	54,600	7,700	7,700 (City)	P.E. all phases incl. preparation of project assessment
						(Future 64' curb to curb roadway, 14' left-turn median & 8' sidewalk/bikeway each side)
Oswego Ave.- . Burr Avenue (Portland) Sec."						ROW - 100' normal; Access Control-none; Parking Restrictions- Complete.
PROJECT TOTALS	0.5	70,000	54,600	7,700	7,700 (City)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

N. OSWEGO AVE.-N. BURR AVE. (PORTLAND) SECTION

PROJECT NO. M-0944(1)

Existing Facility: 4 11-foot travel lanes with 10-foot oiled shoulders.

Adjacent Sections: Same as existing facility.

Project Data: The work under this project consists of all phases of preliminary engineering including preparation of project assessment for the future construction necessary to widen the existing facility to a 64-foot curbed roadway section to provide 4 12-foot travel lanes, 14-foot left turn median and 8-foot sidewalk/bikeway on each side.

Note: Portions of the preliminary engineering will be accomplished by City of Portland forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interim Urban System approved by FHWA March 3, 1975.

Data for PR-37:

Preliminary Engineering	
Field Work	$60,000
PS & E Preparation	10,000
Total	$70,000

NOTE: This project is in Congressional District No. 3.

Salem, Oregon

June 2, 1975

Mr. R. N. Bothman
Metro Engineer
Portland

for GEZ
Richard Unrein
Urban Engineer
County-City Unit

Approved Urban System Projects
West City Limits-N. Burr Avenue Sec.
N. Columbia Boulevard, FAU 0944
Portland

N. Oswego Ave.-N. Burr Avenue Sec.
N. Columbia Boulevard, FAU 0944
Portland

N. E. Union Avenue-N. E. 82nd Avenue Sec.
Columbia River Highway, FAP 45
State

Transit Bus Service and Storage Facility
I-205 at Powell Boulevard
Tri-Met

Attached are two copies each of a summary and description for the subject Urban System project requests. These projects were approved by the Transportation Commission at its May 30, 1975 meeting.

Please initiate an "Authority for Survey" for the first three projects.

Also, please inform the City of Portland and Tri-Met of the Commission's approval of their project requests.

GEZ:scr

Attachment

cc: L. W. Rulien, w/att.
J. H. Versteeg, "
V. D. Wolfe, "
E. L. Hardt, "

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ● UE
☑ UPF ☑ CF ☑ RF ☐ RPF

CITY OF PORTLAND
Proposed Urban System Project

N. Oswego Avenue-N. Burr Avenue Section
N. Columbia Boulevard, FAU 0944
Grade, pave and illumination
0.5 mile; $900,000

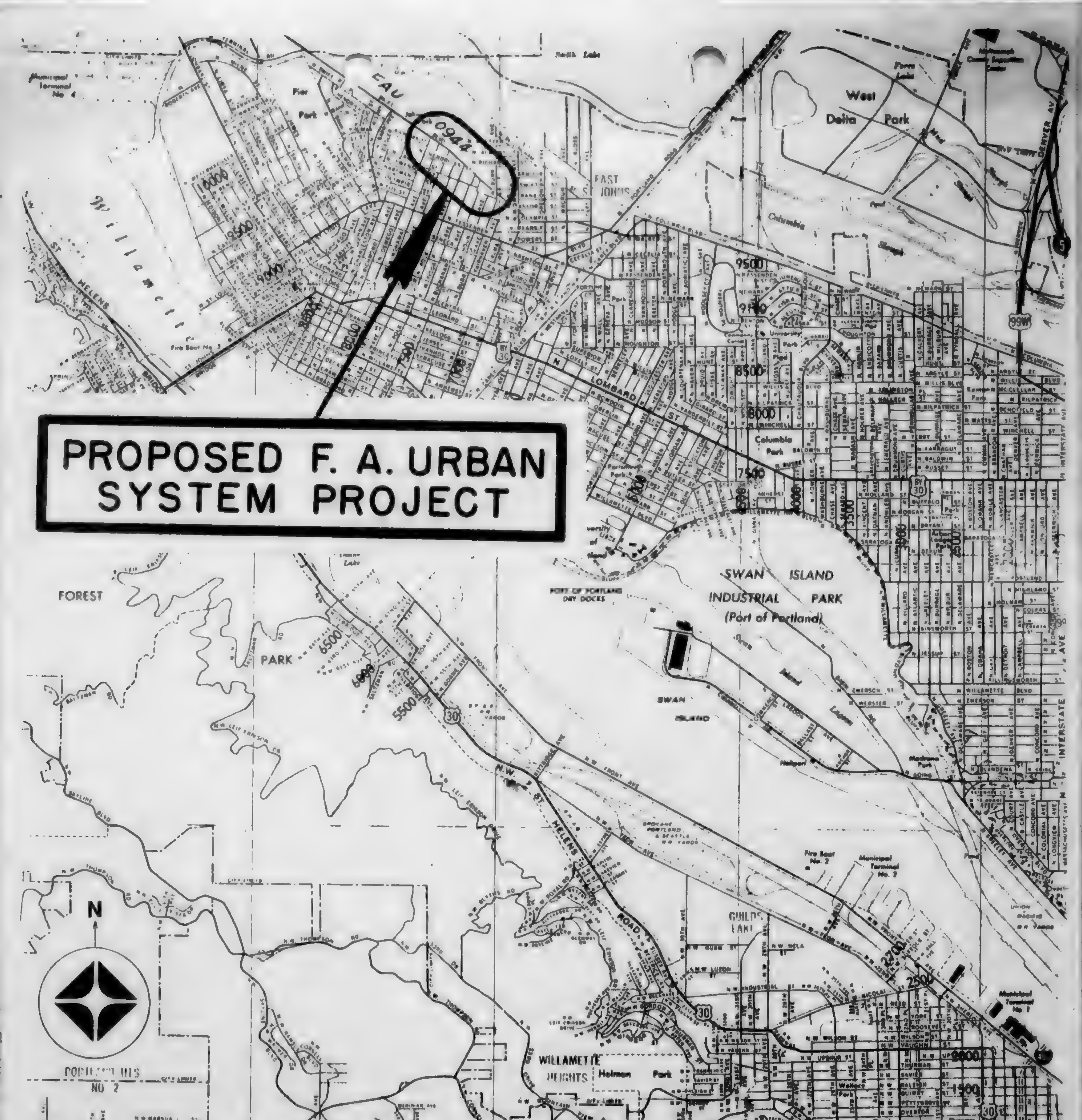
This project entails all the work and costs to improve N. Columbia Boulevard to a four-lane curbed street.

Perform all construction engineering.

Construct a 64-foot curbed street section with left-turn median.

Provide two 8-foot sidewalk/bikeways.

75-f
5/14/75

0944
PROPOSED F. A. URBAN SYSTEM PROJECT
Pier Park
EAST ST. JOHNS
Willamette
West Delta Park
Columbia Slough
LOMBARD ST
Columbia Park
SWAN ISLAND INDUSTRIAL PARK (Port of Portland)
PORT OF PORTLAND DRY DOCKS
SWAN ISLAND
FOREST PARK
N.W. ST. HELENS ROAD
GUILDS LAKE
Municipal Terminal No. 1
Municipal Terminal No. 2
Fire Boat No. 2
WILLAMETTE HEIGHTS
Holman Park
Macleay Park
Good Samaritan Hospital
PORTLAND
Willamette Stone St. Pk.
Washington
N
INTERSTATE AVE
DENVER AV
99W
5
30

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~Sxxxxxxxxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Requests

AGENDA
May ~~APR.~~ 30 1975
11C

Six requests for approval of Urban System projects will be presented for your consideration at the May 30 meeting.

The City of Corvallis is requesting a $265,000 project to four-lane a 0.4 mile segment of Seavy Avenue.

Two short street improvements totalling $110,000 are being requested by the City of Forest Grove.

The City of Portland is requesting two projects on North Columbia Boulevard. One is a $200,000 preliminary engineering project covering a 1.5-mile section. The other project is a $900,000 request to improve a 0.5-mile section of North Columbia Boulevard.

The sixth project request is for the development of exclusive high-occupancy vehicle lanes on the Banfield Freeway. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved the transfer.

Federal Urban System funds for these projects are estimated at $2,051,500, with the State providing approximately $416,250 in match funds and approximately $162,250 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Highway program. I recommend your approval of these projects and request authority to sign project agreements for and on your behalf.

Atts.

bc:
C. W. Head
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
Ed Hardt
Gary Sund
George M. Baldwin
R. L. Schroeder
H. S. Coulter
D. N. Harwell
R. N. Bothman
C. O. Fredrickson
Jack Graham

RU:scr srb

NOTED
C. W. HEAD

CITY OF PORTLAND
Proposed Urban System Project

N. Oswego Avenue-N. Burr Avenue Section
N. Columbia Boulevard, FAU 0944
Grade, pave and illumination
0.5 mile; $900,000

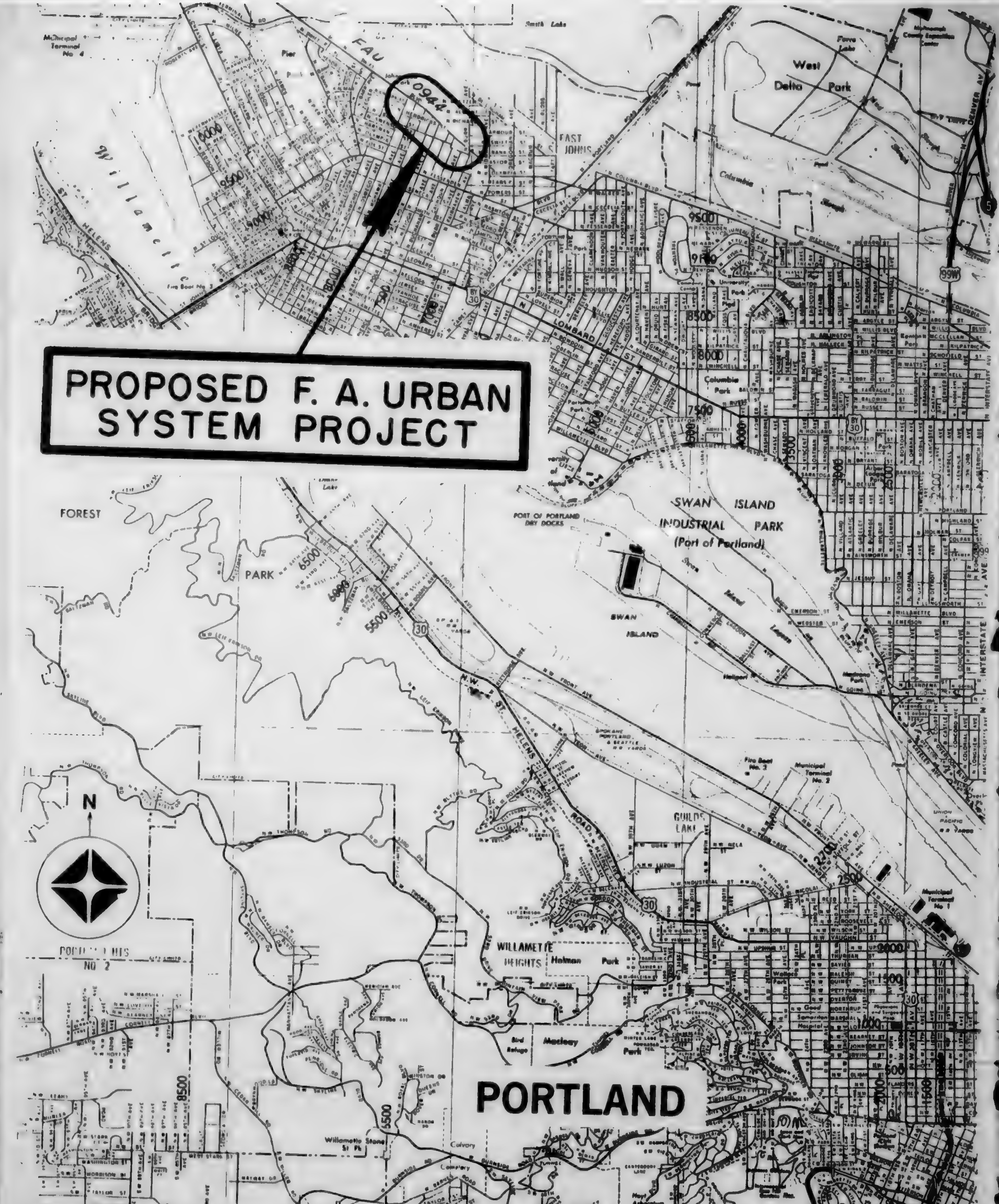
This project entails all the work and costs to improve N. Columbia Boulevard to a four-lane curbed street.

Perform all construction engineering.

Construct a 64-foot curbed street section with left-turn median.

Provide two 8-foot sidewalk/bikeways.

75-f
5/14/75


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU
0944
Willamette
West Delta Park
EAST JOHNS
Columbia
LOMBARD
SWAN ISLAND INDUSTRIAL PARK (Port of Portland)
PORT OF PORTLAND DRY DOCKS
SWAN ISLAND
FOREST PARK
GUILDS LAKE
WILLAMETTE HEIGHTS
Holman Park
Macleay Park
PORTLAND
Washington
INTERSTATE AVE
N

fau

Salem, Oregon

May 20, 1975

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request
City of Portland

Section: N. Oswego Avenue-N. Burr Avenue
N. Columbia Boulevard, FAU 0944
Grade, pave and illumination
0.5 mile

Proposed Work: All phases of preliminary engineering necessary to prepare project for contracting (by State). Construction engineering by City.

Costs:	Total	Federal	State	City
*Preliminary Engineering	$ 70,000	$ 54,600	$ 7,700	$ 7,700
Construction	(900,000)	(702,000)	(99,000)	(99,000)
	$970,000	$756,600	$106,700	$106,700

*Field--$60,000 P.S.&E.--$10,000

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

See attached summaries and project application for additional project information.

RU:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

✓Copy to R. Bothman

PREFIX NO: 75-5
FILE CODE: 120

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

MAY 2 ? 1975

May 14, 1975

METROPOLITAN ENGINEER
MAY 19 1975
☐ ☐ ☐ [✓ FILE] ☐

From	Wayne J. Oberding
To	Bureau of Street and Structural Engineering
Addressed to	Robert E. Rector, Bureau Chief
Subject	Status Report - COLUMBIA BLVD., N. BURR AVE. CITY LIMITS

The project has been developed to a point that it now appears possible, with many "if's", to have the N. Barr Ave.- N. Oswego section under contract this calendar year. The following is a very optimistic schedule of key milestones for implementing this project. Some of the events have already occurred, some are behind schedule, and some are ahead of schedule.

Application & Environmental Assessment to CRAG	3/27
" " " to OSHD	3/27
CRAG Approval of Application	4/24
Oregon Transportation Commission	5/30
Project Agreement to City	5/28
Agreement out of City	6/10
Application for P.E. to FHWA	6/3
Deposit from City	6/10
Initiate P.E.	6/20
P.E. by State (6-8 weeks)	8/22
Final Engineering & Approval by City 4-6 weeks	9/24
P.S.&E by FHWA	10/03
Contract Advertising - Bid Letting	11/27

cc Kiezer
Rulien

To accelerate the work program the project has been set up for the Oregon State Highway Division to do the preliminary and final engineering. The City will do all of the citizen review, citizen participation elements, and if necessary, write the negative declaration for the project. It should be stated at this point that we are attempting to eliminate a negative declaration statement. The writing of a negative declaration will require approximately 30 days for the writing and, of course, an additional 45 days advertising and a public hearing, amounting to a minimum of 90 days. This period for the negative declaration could be done during the period that preliminary engineering is being done. However, a negative declaration opens the door for many other disciplines to be met. Our hope, therefore, is to proceed with a non-major impact type project. There are a number of pitfalls in this direction also; one of which can be defined as adverse citizen reaction, others by over exuberance of our planning staff. Another possible drawback of the non-major impact method is the possibility that the preliminary engineering for the project will have to be split into two sections, one for N. Burr to Oswego and the other, N. Oswego to the City Limits. This tends to bend the Federal regulations in that the official action plan calls for consideration of an entire project rather than segmentation.

The Environmental Assessment for the project is now being reviewed by the Oregon State Highway Division environmental group with anticipation of completion in two weeks, and it is hoped that their rewriting of our assessment will clear the way for a non-major project. Clearance of the assessment is being delayed for the lack of a traffic impact assignment within the residential area between N. Burr and N. Oswego. OSHD is doing this work as the City does not have a computer model.

Preliminary Engineering was assigned to the State because the City obviously does not have the "horses" in our design section for an accelerated project of this type.

We have asked that the agreement contain authority for the City to administer the construction phase of the project.

The City's portion for citizen participation activities and the clearing of the right of way will be accomplished by our City staff containing Bill Dirker, Bob Kyle, Glen Pierce and myself. Our objectives will be (1) to determine a plan by June 30 upon which to base the preliminary engineering that is acceptable to the residents and property owners immediately adjacent to the project (2) to comply with the Federal requirements for public participation, and (3) to lay out a course of action to complete a project that will have the support of the City Council.

Our general procedure will be:

1. To hold at least two public meetings to receive views of the public.
2. Establish a channel of communication to and from the public through the Neighbors North organization.
3. Consolidate and evaluate results and produce a recommended plan for the preliminary engineering.

We have elected to do our preliminary advertising through an outside mailing organization, and in order to accelerate the preliminary engineering which will be done by the State, it will be necessary for our City survey crew to assimilate the right of way control.

We also will have expenditures for rental of hearing facilities, printing of posters,etc. In that these expenditures will be made prior to initiation of preliminary engineering, they will be non-reimbursable. I estimate that the expenditures to the City for this work will be approxiamtely $4,000.

I have had the project number assigned for this preliminary work and all costs will be charged against that proejct number. In the event that we have to go to the negative impact statement, then we will do the impact statement work as a reimbursable expenditure because it will occur after preliminary engineering authority has been received.

The steps for the general procedure will be:

(a) Schedule meetings at George Gradeschool for June 7 and June 11 for citizen participation

(b) Prepare the mail notices for the outside mailing firm

(c) Prepare display material for (1) public notice for an area wide meeting (2) discussion material and (3) personal handouts for those citizens attending

(d) Organize for further area wide meetings as necessary

(e) Coordinate with the arterial street plan

(f) Assemble work groups to evaluate response from citizen participation, and

(g) Transmit our recommendations to the State for preliminary studies.

As is apparent, only the highlights of progress has been related in this report, as many of the details are not yet known. However, I will transmit further progress reports as the plot unfolds.

Wayne J. Oberding

WAYNE J. OBERDING , P.E.
Chief Street Construction Engineer

WJO:ms

cc: Bob G. Kyle
Bill Dirker

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Oswego - North Burr Aves.

Date 5/12/, 1975

Highway FAU 0944 Columbia Blvd.

Authorization No. 1

County Multnomah

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.: The beginning of the project is N. Oswego Ave. The overall Running thence easterly, along the existing Columbia Blvd. to N. Burr Ave. The overall length of the project is 0.5 miles.

Purpose of Survey: To prepare plans and specifications to improve this section to a four-lane section with left turn refuge. Provide curbs, sidewalks and adequate drainage facilities.

901 - - - - - - - - - - $40,000.00

Purpose of survey:

Estimate of cost: $900,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$50,000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

8354

13

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

SSOCIATE MEMBERS

LARK COUNTY
- Camas
- Vancouver

lumbia City
appoose
t. Helens
The Port of Portland
ri-Met
The State of Oregon

May 1, 1975

5-9

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, OR 97204

Dear Mayor Goldschmidt:

Enclosed is a copy of the CRAG Board Resolution BD 750401 for two Columbia Blvd. projects. The Board approved this resolution on April 24, 1975.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure
cc: George Baldwin✓
Robert Bothman

NOTED
L. E. JOHNSON

NOTED
E. S. HUNTER

cc Baldwin
5-7-75

RECEIVED
STATE HWY ENGR
MAY 2 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 1975
OFFICE
DIRECTOR of TRANSPORTATION

CRAG RESOLUTION
BD 750401

FOR THE PURPOSE OF APPROVING CITY OF PORTLAND URBANS SYSTEM PROJECTS

WHEREAS, CRAG, as the recognized Transportation Planning agency must approve projects as a prerequisite for the receipt of certain Federal Funds; and

WHEREAS; the projects listed below are classified as segments of the Federal Aid Urban System, and are eligible for Federal Aid Urban System funding and are a part of the existing or proposed Transportation plan for the Region; and

WHEREAS, the City of Portland has requested CRAG approve the allocation of monies for two projects; now therefore be it

RESOLVED, that CRAG hereby approves as eligible priority projects from the unallocated balance of the Federal Aid Urban Fund, and more specifically, from that portion accruing to the City of Portland by virtue of its "fair and equitable share" two projects, namely:

1. Columbia Blvd. pre-engineering - Burr St. to west city limits, approximately $156,000 Federal aid.
2. Columbia Bldv. construction - Burr St. to Oswego St. approximately $702,000 Federal aid.

ADOPTED By the Board of Directors this 24th day of April , 1975.

By Larry R
Larry Rice, Executive Director

RECEIVED
[illegible] 1975
OFFICE
DIRECTOR of TRANSPORTATION

4/17/75

Rivergate
CRAG

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 17, 1975
Portland, OR 97213

FILE: 74-9

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: Rivergate Task Force

TO: MEMO TO THE FILES

Bill Dirker and I developed a proposal for transportation access to Rivergate. The proposal will be made to the Rivergate Task Force, from which the report will go to the CRAG Transportation Committee, and eventually become part of the Interim Transportation Plan for the CRAG Region.

Data developed in the North Portland Peninsula Traffic Study in November 1965 by the Port of Portland, the North Portland Peninsula Study dated December 1972 (the effort of a task force including Mel Gordon of Multnomah County, Lloyd Anderson of Portland, Col. Trien, L. B. Day and Ed Whelan of Port of Portland), the Engineering Analysis of the Railroad Right-of-Way Use report prepared in March 1975 by OSHD, and the Cooperative Transportation Planning Process report of the Governor's Task Force, were used as resource data.

The proposal is for joint transit-highway access to Rivergate from I-5 along Columbia Boulevard and Marine Drive. The typical section will consist of a four lane boulevard with 16' median section, a 32' transit right-of-way to provide for either two lane bus or two lane light rail, a total minimum of 124' section. The section is applicable to both Columbia Boulevard and Marine Drive.

The initial facility proposed will be Columbia Boulevard. A potential extension of one of these two routes to I-205 will be included.

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
APR 22 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION
APR 18 1975
ACTION INFO
REMARKS

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 11, 1975

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: CITY OF PORTLAND FAU PROJECTS (1975) West City LImits to North Burr Avenue Section - North Columbia Blvd. FAUS 0944

In the City of Portland's FAU Program covered by my letter of April 4th, is included the subject project on Columbia Blvd.

The City of Portland has requested the CRAG Board to expedite and add this project to the eleven projects previously approved for immediate funding.

This effort will be accomplished April 24th, (that being approval of the project by the CRAG Board for funding under the FAU Program). The City approval has been accomplished by City Resolution No. 31843.

Submitted for your action is Federal Urban System Project Request and Project Environmental Assessment for the project with the request to initiate preliminary engineering on the project.

The Transportation Committee approved both PE for the entire section and construction funds for the easterly Oswego - Burr Sections. I suggested this approach, that is to do PE on the entire needed section, and construction as funds dictate.

Initial contact with the various agencies and neighborhoods involved has been accomplished by the City and approval for the project is favorable.

Please initiate whatever actions can be started at this point subject to notification of final approval of funding by the CRAG Board of Directors.

Jarrein
4/14

pq

Attachments

cc George Baldwin
Fred Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
B. H. Versteeg
Gary Potter

Geo/R

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID	FAU	[illegible]
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

APR 15 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 26, 1975

A. PROJECT IDENTIFICATION

Name of Project West City Limit to N. Burr Avenue (Section)

Location of Project - N. Columbia Blvd. (Highway Name) (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro/Region I (Region)

Program Federal Aid Urban (Funding) $2,000,000 (Estimated Cost) 0944 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To add a turning median to Columbia Blvd., reconstruct roadway, construct curbs and drainage facilities, create a buffer between Columbia Blvd. and homes to the south.

Origin and History: Neighborhood complaints, motorists' complaints, and high maintenance costs prompted the project.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.5 miles

Termini West City limit to N. Burr Ave. - (See attached map).

Alignment (new or existing) Existing west of Oswego Avenue. Alignment shifted to northeast of Oswego Ave.) to provide a buffer between Columbia Blvd. and homes to the south.

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 80 to 100 ft. R/W and adjacent City owned buffer strip (east of Oswego Ave.) to be utilized.

Typical Section 64 ft. Columbia Blvd. (4 travel lanes and turning median plus a 24 to 32 ft. frontage road and 70 ft. buffer strip east of Oswego Ave.

[illegible] Combination sidewalk/bikeway on south side.

Structures None

Additional Facilities None

Access Control Local access on south side of Columbia Blvd. between Oswego Ave. and Burr Ave. to be closed.

Materials Portland area

Borrow and Waste Disposal Portland area

Special Construction Methods None

Characteristics (ADT) 3,900 ADT west end of project, 5,350 ADT east end.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Frontage road serving properties on south of Columbia Blvd., 70 ft. buffe zone between Frontage Rd. and realigned Columbia Blvd., 64 ft. Columbia Blvd. (travel lanes and turning median). Close access at Oswego Ave., Burr Ave., and streets between. See attached Figure A.

(2) Same as (1) above, but retain access at Oswego Ave. and Burr Ave.

(3) Approximately 60 ft. buffer both on south and north sides of Columbia Blvd. 64 ft. Columbia Blvd., all local street access retained, homes on south side of Columbia to have access via driveways through buffer zone.

NOTE: The above alternates refer to the area east of Oswego Ave., West of Oswego Ave., Columbia Blvd is on same alignment with a proposed 64 ft. section (4 lanes and turning median).

(4) No build.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Meetings held with North Portland Citizens' Committee

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies Portland, CRAG, OSHD, FHWA.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation North Portland Citizens' Committee.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________
☐ Reconnaissance ____________
☐ Field Location ____________
☐ Office Location ____________
☐ Field Prel. Design ____________
☐ Office Prel. Design ____________
☐ Final Design ____________
☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________
☐ Prel. Engineering ____________
☐ Corridor Approval ____________
☐ Design Approval ____________
☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is located in North Portland just south of Columbia Slough. The terrain is relatively flat with no storm drainage facilities. Vacant land (future industry) north of Columbia contains shrubs, small trees, and small animal life. The present Columbia Blvd. roadway is constructed on poor subgrade materials.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Three City parks border the south edge of Columbia Blvd. -- Johnswood Park, Pier Park and Chimney Park. St. Johns Woods apartments are located south of Columbia Blvd. South of Columbia Blvd. and east of Oswego Avenue the land is zoned R5, and is heavily developed with single family residences. George School is located at the eastern project limit. North of Columbia there are several auto wrecking yards, a tavern, a warehouse, below average single family residences, vacant industrial land, and the City's refuse disposal site. The current rough roadway causes truck traffic to disturb nearby residents with excessive noise and vibration.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: No purchase of right-of-way is required. East of Oswego Avenue the 90 ft. strip of land adjacent to present 100 ft. right-of-way was deeded to the City by Union Pacific Railroad for use as a buffer zone. This land will have to be redeeded for R/W use.

Consequences: None

2. Estimated Changes in Traffic Patterns: No access to Columbia Blvd. from streets south of Columbia Blvd. and east of Oswego Avenue. Streets to be closed are N. Oswego Ave., N. Mohawk Ave., N. Allegheny Ave., N. Tyler Ave., N. Polk Ave., N. Tigoa Ave., N. Buchanan Ave., and N. Burr Ave.

Consequences: Creates out-of-direction travel for motorists south of Columbia Blvd. desiring to travel on Columbia Blvd. Oswego Ave. currently handles the majority of this traffic (1512 ADT on Oswego in May, 1972). Traffic can be expected to increase on Midway Ave., Oregonian Ave., Macrum Ave., Columbia Way and Fessenden Street. The extent of traffic increases will be determined during preliminary engineering.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: Closure of local street access south of Columbia Blvd. between Oswego and Burr will result in traffic increases on other area streets. The closure will affect motorists wishing to travel west on Columbia Blvd. This traffic movement will probably be light since only the City's disposal site and Rivergate Industrial area are located west on Columbia Blvd.

7. Potential for Controversial Issues: Closure of local street access is the only potentially controversial issue. The North Portland Citizens' Committee recommended closure of all southern access to Columbia between and including Oswego Ave. to Burr Avenue.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans Possible increase in air pollution on Midway Avenue, Oregonian Ave., Macrum Ave., Columbia Way, and Fessenden Street.

   b. Noise Standards Possible noise increases on Midway Ave., Oregonian Ave., Macrum Ave., Columbia Way, and Fessenden St.

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

MAJOR ACTION X NON-MAJOR ACTION ______

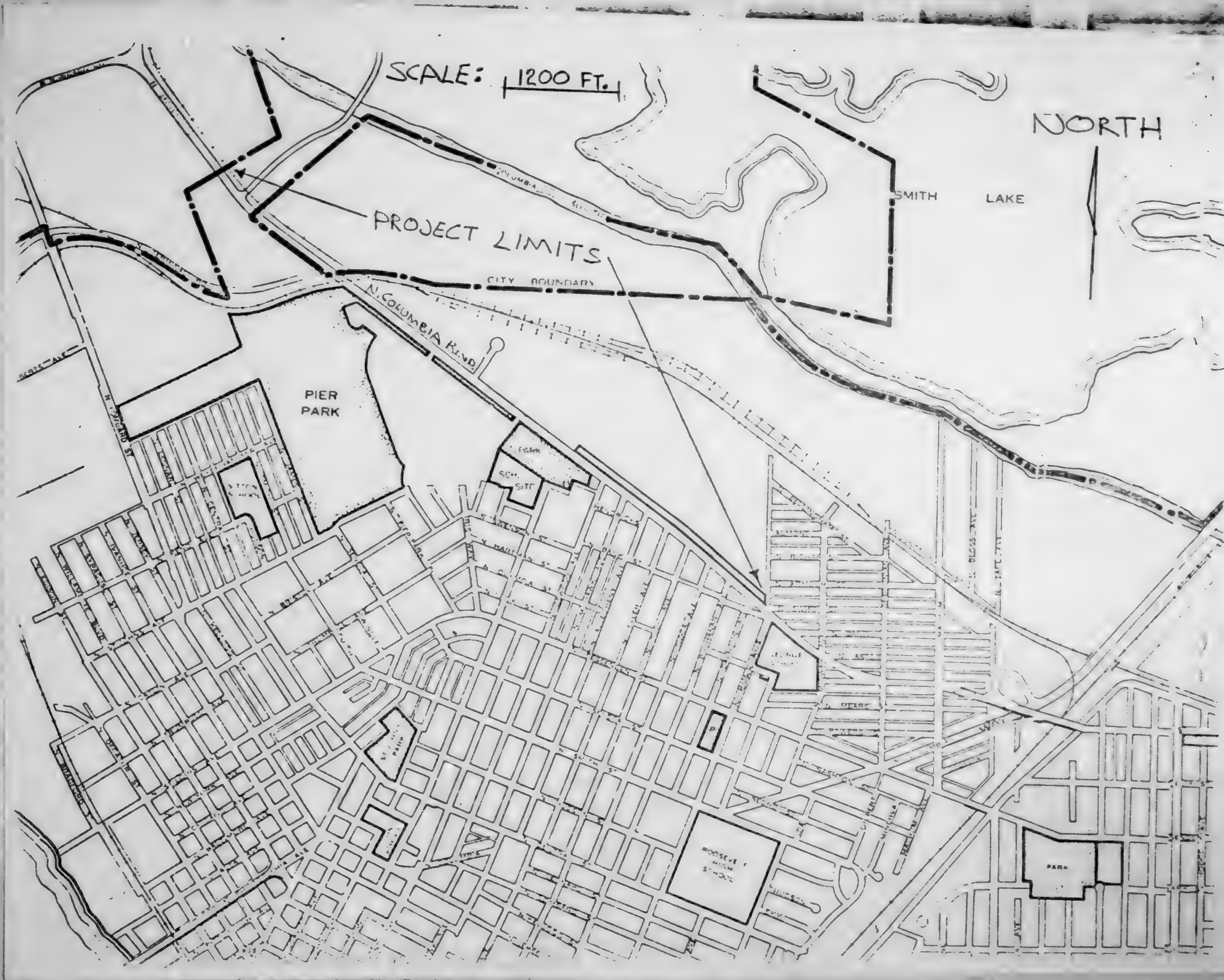
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ______


SCALE: 1200 FT.
NORTH
SMITH LAKE
PROJECT LIMITS
COLUMBIA SLOUGH
CITY BOUNDARY
N. COLUMBIA BLVD.
PIER PARK
PARK
SCH. SITE
ROOSEVELT HIGH SCHOOL
PARK
N. BLOSS AVE
N. TAFT AVE

N. COLUMBIA - BURR TO OSWEGO

EVALUATION OUTLINE — WEIGHTING SCHEME

I. NON-USER CONSIDERATIONS

1. Complies with City and/or County Comp. Plan

City has no officially adopted Comprehensive Plan but this established facility complies with unadopted plan. +1

2. Local Community Reaction

This project was officially requested on October 17, 1974, by the North Portland Citizen's Committee. The Port of Portland would support improved access to Rivergate. No apparent opposition. +4

3. Effect on Community Services and Public Safety

No significant improvement for emergency services as congestion not serious. Sidewalks will improve access to George School by pedestrians and bicycles. +1

4. Community Recreation

No significant improvements in recreation opportunities. Minor improvement in access to George School facilities and to Johnswood Park. +1

5. Neighborhood Effects

No significant neighborhood effect except auto lane closer to homes may be slightly adverse. Relocating street north and creating a buffer zone with dead end neighborhood streets would improve the area. Project may eventually support a truck route to divert trucks around St. Johns. +5

6. Economic Impact in Project Vicinity

Little economic effect except better operating surface for trucks and some improvement in access to Rivergate and new UP Industrial Park. +1

EVALUATION OUTLINE CONTINUATION:

EVALUATION OUTLINE

WEIGHTING SCHEME

7. Air Pollution

No discernible air pollution effect.

0

8. Noise Pollution

Higher speeds, closer vehicles and some induced truck traffic will increase noise a little at homes. Improved roadbed will reduce vibration in adjacent buildings.

+1

9. Aesthetic Impact on General Public

Would clean up and make a more orderly appearance.

+1

10. Urban Design

Strengthened access to central city employment areas at Rivergate and Union Pacific Park and also improve access to and past established residential areas without harsh impact.

+3

II. REGIONAL CONSIDERATIONS

1. Supports public transportation (within 5 years)

No present or planned bus lines on Columbia. In long term this may be a transit corridor but street improvement doesn't affect this.

0

2. Functional Classification

Minor arterial per City Engineer's Street Study, p. 51

+3

3. Traffic Need Time Schedule

Present level of service "A" per City Engineer Street Study, p. 51 ADT of 5350 will have to more than double before there is a serious traffic problem on existing four lanes and this unlikely within 6 years.

0

4. Enhancement of Transportation System

Minor improvements in linkage between industrial areas and I-5.

+1

EVALUATION OUTLINE CONTINUATION:

EVALUATION OUTLINE WEIGHTING SCHEME

5. - Regional Urban Systems Effects

Supports viability of industrial concentrations with little negative effects. +3

III. HIGHWAY USER CONSIDERATIONS

1. Construction cost/av. daily Passenger Mile

a. Cost $440,000
b. Distance 0.5 miles
c. ADT 5350 @ 1.2 pass. 6420 pass.
(used 1.2 as main use is home to work with high truck percentage)
d. Transit -0-
e. Pass. miles 6420 x 0.5 = 3210
f. $440,000 ÷ 3210 = $138/av. daily pass. mile +3

2. Volume/Capacity Ratio

Volume 5352 x 10% = 535 Peak Hour Volume
Capacity - 2 lanes, no cross streets
@ 1500 ea. = 3000
535/3000 = .18 -2

3. Travel Time Ratio
(Average before improvement/
Average after improvement)

Speed Before 30 MPH
Speed After 35 MPH

35/30 = 1.2 0

4. Safety

No serious safety problem but sidewalks will improve pedestrian-bicycle safety to school and park. +2

TOTAL 28

WSD:bn
2/19/75

Federal Aid Urban
Summary Evaluation
3-19-75

Projects That Can Obligate Funds by 6/30/76 or Sooner

Criteria for Determining FAU Project Priorities

I. CRAG Highway Rating System

An average ranking (1,2,3. . .) of the City Engineer's staff, Transportation Coordinator and Planning Director.

Following Criteria are Graded:

A - High
B - Moderate
C - Low
- Not applicable
x - Adverse

II. Transit Project Evaluation - from "Public Discussion Materials for Developing an Interim Transportation Plan - January, 1975"

III. External Economic Impact - Preference for projects that can be gotten underway soon.

IV. Internal Financial Impact - Preference for projects that help local governments financially - either as to current cash flow or long-term maintenance and operating costs. Also favor expenditures that cut lead time to construct projects that meet other criteria - i.e., preliminary engineering, reconnaissance and environmental assessment.

			Criteria		
Rank	Project	I.	II.	III.	IV.
1	Holgate Bridge, PE	1	-	-	A
2	Columbia, PE-Burr to City Limits	2	-	-	A
3	Columbia, Constr.Burr to Oswego	3	-	A	B
4	Banfield HOV lanes, Con.	6	A	A	C
5	Barbur Transit Lanes, Con.	5	A	B	C
6	FAU Reconn. & Envir.Ass.	4	-	-	A
7	Terwilliger Br. & approaches P E	7	-	-	A
8	CRAG Trans. Studies	8	-	-	A
9	Signal modernization	9	-	C	A
10	Greeley to I-5 PE	10	-	-	B
11	Basin-Going PE	11	-	-	B
12	New signals, project by project	12	-	C	A
13	Front-Construction	13	-	A	B
14	Halsey-Construction	14	-	B	C
15	Bertha-PE	15	-	-	C
16	Vermont-PE	16	-	-	C

(continued)

	Project	Phase of Work	FUND REQUIREMENT			
			Federal	State	City	Total
10.*	Greeley to I-5	Pre.Eng.	187,200	26,400	26,400	240,000
11.	Basin-Going Interchange	Pre.Eng.	187,200	26,400	(26,400)**	240,000
12.	New Signals (Project by Project)	Const.	132,000	17,000	17,000	166,000
13.	Front Avenue	Const.	1,202,800	169,600	169,600	1,542,000
14.	Halsey	Const.	227,000	32,000	32,000	291,000
15.	Bertha	Pre.Eng.	37,000	5,250	5,250	47,500
16.	Vermont	Pre.Eng.	14,800	2,100	2,100	19,000
	TOTAL		5,099,000	844,750	564,350 26,400**	6,534,500

* Previously approved by City Council
** Funds to be supplied by Port of Portland

BE IT FURTHER RESOLVED that the City of Portland will provide the local matching funds of $ 44,500 for the following Projects previously approved by the Columbia Region Association of Governments under the National Energy Conservation Action Plan and for which funds have been obligated by State and Federal Authorities, and

Grand Avenue	Constr.	195,000	27,500	27,500	250,000
82nd Signals	Constr.	132,000	17,000	17,000	166,000
		327,000	44,500	44,500	416,000

BE IT FURTHER RESOLVED by the Council of the City of Portland that matching funds in the amount of 11% ($564,350) will be made available for financing the City's share of the improvements and that the City will continue to operate and maintain the proposed improvements that are the City's responsibility to the extent that FY 65/76 budgeting resources are available.

[illegible]

Adopted by the Council MAR 19 1975

Auditor of the City of Portland
GEORGE YERKOVICH
By Charles J Spear
Chief Deputy

RESOLUTION
Page 2

RESOLUTION NO. 31513

WHEREAS, City staff has evaluated qualified projects within the City using the following criteria:

METROPOLITAN ENGINEER
APR 8 1975

I. Highway Project Rating System

II. Transit Project Evaluation

III. External Economic Impact

IV. Internal Financial Impact

WHEREAS, the projects are all classified as segments of the Federal Aid Urban System, or are eligible for Federal Aid Urban System funding, and are parts of the regional transportation plan, and

WHEREAS, the projects are in the public interest for reasons of safety, capacity, social and economic betterment, and mass transit efficiency; now, therefore,

BE IT RESOLVED, by the Council for the City of Portland that the Columbia Region Association of Governments be requested to allocate Federal Funds from the unappropriated balance of the Federal Aid Urban Fund to initiate in Fiscal Year 1976, preliminary engineering, acquisition of right-of-way, and construction of the improvements in the priority order as indicated hereafter:

	Project	Phase of Work	FUND REQUIREMENT Federal	State	City	Total
1.	Holgate Bridge	Pre.Eng.	195,000	27,500	27,500	250,000
②	Columbia Blvd.- Burr/W.C.L	" "	156,000	22,000	22,000	200,000 ✓
3.	" " Burr/Oswego	Constr.	702,000	99,000	99,000	900,000
4.	Banfield HOV Lanes	Pre.Eng. & Constr.	901,000	254,000	-	1,155,000
5.*	Barbur Transit Lanes	Pre. Eng.& Constr.	273,000	38,500	38,500	350,000
6.	FAU Reconnaissance &	Pre. Eng.	78,000	11,000	11,000	100,000
7.	Terwilliger Bridge	Pre. Eng.	244,000	34,500	34,500	313,000
8.	CRAG Transportation	Pre. Eng.	78,000	11,000	11,000	100,000
9.	Signal Modernization	Constr.	345,000	49,000	49,000	443,000

FORM E-10X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

cc: G. L. Green, FHWA
E. S. Hunter

SALEM, OREGON

DATE March 6, 1975

TO Mr. F. B. Klaboe
Admin. & State Highway Engineer

E. S. HUNTER

L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT

RECEIVED
1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

copy LA. 8

At a meeting this week in Mr. Baldwin's office a discussion was held of various proposals to facilitate the movement of buses in the Portland area. As a result of this discussion you asked me to research two questions.

(1) If buses are purchased with urban funds, what happens when the buses are sold?

If the buses are traded in on newer models, nothing happens. That is, there is no credit to Federal Aid funds. If the buses are sold outright then there would need to be a credit given to Federal Aid funds in the same proportion as the original purchase. If at the time of sale there is a balance of urban funds in the area then the Federal Aid credit would just be a "paper" reduction to that balance of a suitable amount.

(2) Can a temporary or interim park and ride station be constructed with Federal Aid funds?

The answer is yes, if the extent of the expenditure could be justified for the period of intended use and if it was determined that the temporary park and ride facility was reasonably necessary to the proper and adequate function of bus lanes, etc.

In addition, the Mayor left a memorandum indicating that a project that may be proposed for urban funds on N. Columbia Blvd. from Burr to Oswego Streets, could be developed and brought to contract in a 3-month period. Our brief analysis, presuming full, complete and expeditious cooperation by everyone involved and assuming that the project will require no more than an environmental assessment, no formal public hearing, and no right-of-way, indicates a minimum of 6 months. We will, of course, be very happy to set down with the people from Portland and discuss the necessary procedures and minimize time to the extent legally possible.

LWR:ljt

3/5/75

RULIEN:

RE: BILL DIRKER'S FEB. 24 MEMORANDUM
N. COLUMBIA BLVD (BURR to OSWEGO)

This is A UNREALISTIC schedule.
(90 days from start to award of contract)

The following is a *very optomistic* schedule:

(1.) Application to Begining of P.E. (RECENT flow chart)	91 days
(2.) Design Work, Location/Design Approval, Construction Program Approved.	42 days
(3.) P.S. & E. approval to Award of Contract.	42 days
	175 days 25 weeks 6 MOS.

The above schedule is made upon the following assumptions:

(1.) No E.I.S. - just ENVIRONMENTAL ASSESSMENT
(2.) No hearings REQUIRED
(3.) No R/W

Dick

MEMORANDUM

DATE: March 3, 1975

TO: Neil Goldschmidt, Mayor

FROM: Doug Wright, Bureau of Planning

SUBJECT: Project Status: N. Columbia - Burr to Oswego

Attached for your information is a memo outlining the possible time table which could be followed given a decision to expedite the N. Columbia FAU project. Bill Dirker prepared the schedule in response to the issue of expediting project processes for the purpose of expending the recently released federal funds and putting people to work. While the dates noted are already invalid, I believe Bill is correct in his assessment that the project could be moved more quickly if a decision to do so is made and the necessary cooperation is realized (at CRAG, State, and Federal levels).

If you have any questions or comments, please contact Bill Dirker or myself.

DW

Attachment

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND OR 97204

February 24, 1974

MEMORANDUM

TO: Doug Wright

FROM: Bill Dirker D

SUBJECT: N. Columbia - Burr to Oswego

Following is a possible time table for the accelerated start of this project. Steps refer to items in memo entitled "Highway Project Process." This is a highly optomistic schedule.

Step 1 - Modify forms to include alternate alignment to north. Send to OSHD and CRAG. 2/25

Special Step A - Arrange public meeting through North Portland Citizens Committee. Their Transportation Committee meets 2/27. Publish notice 2/28. Hold meeting 3/4.

Step 2 - File resolution Friday, 2/28. Council Acts 3/6. Public can address Council based on information from meeting of 3/4.

Step 3 - Transportation Committee meets 3/7. Material could be sent to members by 2/28.

Special Step B can occur if Transportation Committee approves week of 3/10. If project develops controversy this may await approval by CRAG Board.

Step 4 - CRAG Board scheduled for 3/27. May be accelerated (Special Step C) to week of 3/10.

Step 5 - Oregon Transportation Commission Approval can probably be secured immediately following CRAG approval. Say 4/1 at latest (Special Step C).

Step 6 - Issue A-95, prepare in advance 4/2.

Step 7 - FWHA Signs concurrence. Assume "non-major", no further documentation required. If any unexpected issues arise from public meetings or FHWA review they may have been dealt with by now. Otherwise schedule may change. 4/2

Step 8 - If conference held week of 3/10, City-State agreement ready to sign now, 4/2. If delayed until CRAG Board Acts, agreement can be negotiated and signed during 30 day A-95 period ending 5/2. (Special Step B) Begin engineering (Special Step D). 4/2

Step 9 - Immediately following A-95 period ending 5/2 issue call for bids. Contact A-95 agencies informally immediately after Step 1. If agency problems arise it might possibly alter schedule. This presumes engineering and documents completed in time. 5/5

Step 10 - Receive bids - award contract. 5/28

Step 11 - Notice to proceed. 6/6

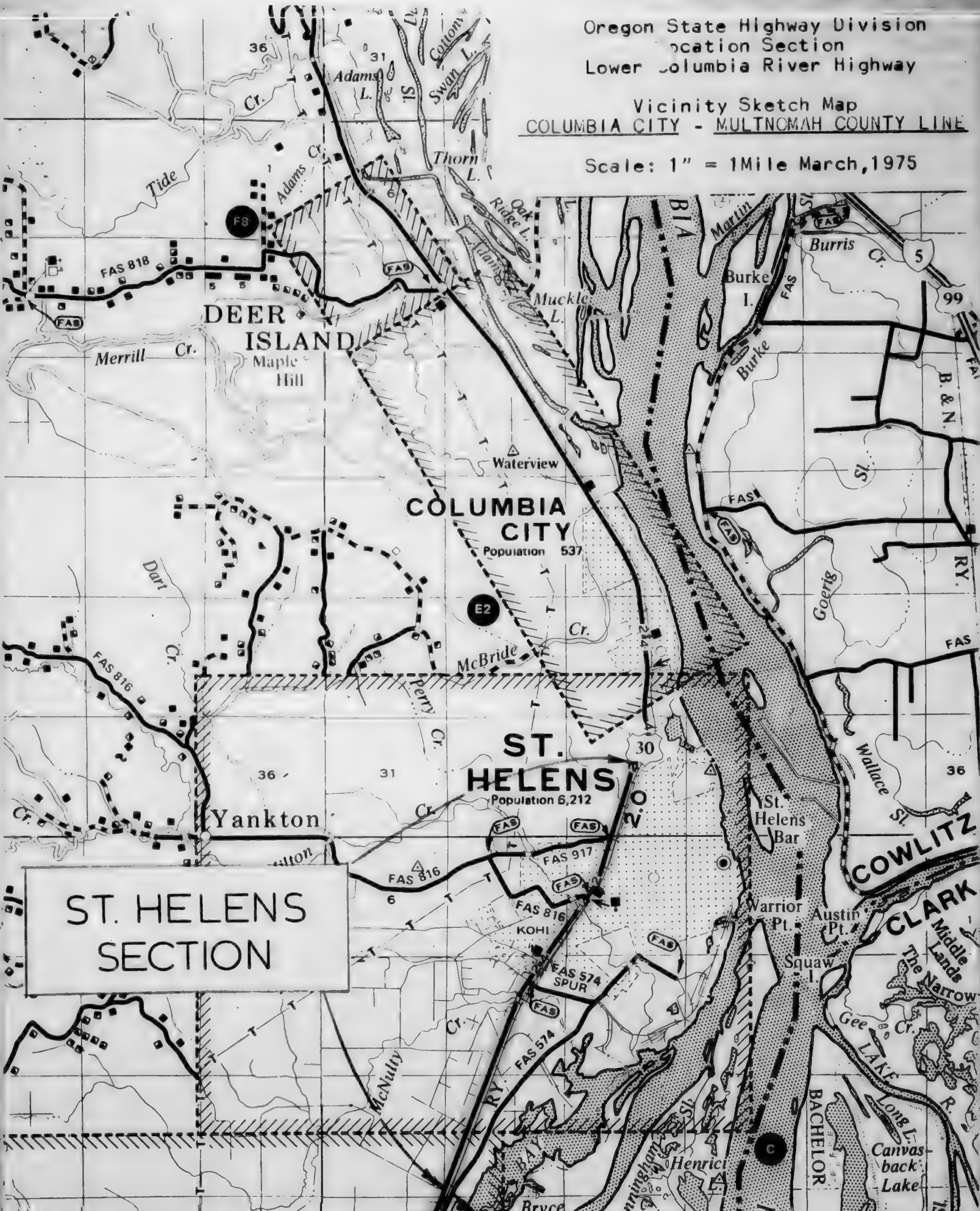
Note: It is reasonable to expect some unscheduled delay. I recommend we add 10 days at unspecified time as a contingency.

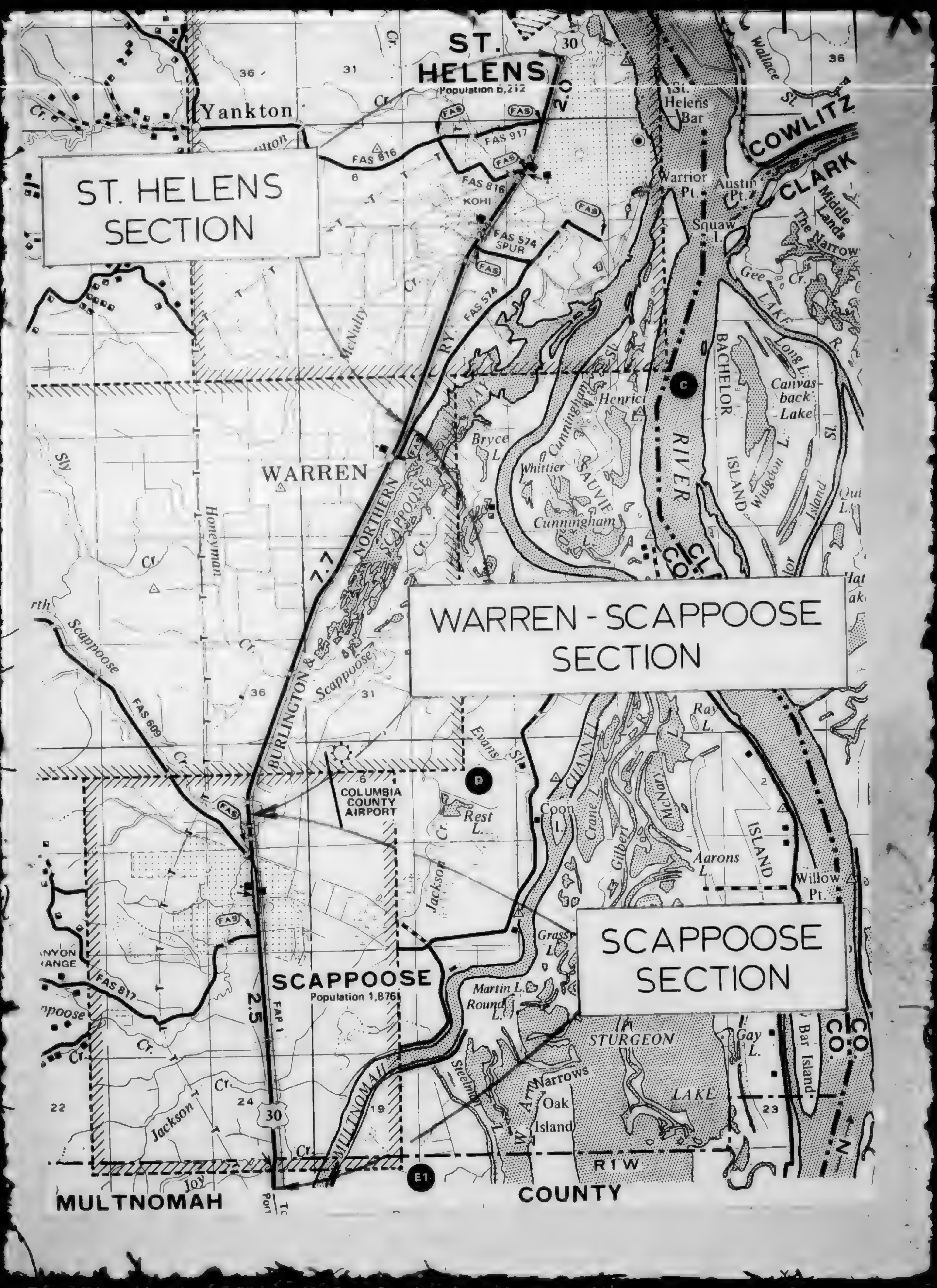
BD:bn

Oregon State Highway Division
Location Section
Lower Columbia River Highway

Vicinity Sketch Map
COLUMBIA CITY - MULTNOMAH COUNTY LINE

Scale: 1" = 1Mile March,1975




ST. HELENS SECTION
WARREN - SCAPPOOSE SECTION
SCAPPOOSE SECTION
ST. HELENS
Population 6,212
Yankton
2.0
30
FAS 917
FAS 816
FAS 574 SPUR
FAS 574
KOHI
St. Helens Bar
Warrior Pt.
Austin Pt.
Squaw L.
COWLITZ
CLARK
Middle Lands
The Narrows
Gee Cr.
LAKE R.
BACHELOR ISLAND
Long L.
Canvasback Lake
Widgdon L.
Island Sl.
Wallace Sl.
C
Henrici L.
Bryce L.
Cunningham Sl.
Whittier L.
SAUVIE
Cunningham L.
RIVER
WARREN
McNulty
BAY
SCAPPOOSE
NORTHERN
BURLINGTON & NORTHERN RY.
7.7
Honeyman Cr.
Sly
North Scappoose Cr.
FAS 609
Scappoose
36
31
Evans Sl.
D
COLUMBIA COUNTY AIRPORT
Rest L.
Jackson Cr.
Coon L.
Crane L.
CHANNEL
McNary L.
Gilbert
Aarons L.
Ray L.
ISLAND
Willow Pt.
Grassy L.
Martin L.
Round L.
STURGEON
LAKE
Narrows
W. Arm
Oak Island
Steelman L.
Gay L.
Bar Island
SCAPPOOSE
Population 1,876
FAP 1
2.5
30
FAS 817
CANYON RANGE
Scappoose Cr.
Jackson Cr.
Joy
MULTNOMAH
R1W
E1
MULTNOMAH COUNTY
22
24
19
23
CO.
N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 3, 1975
Portland, OR 97213

FILE: Case file 75-5

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: Columbia Blvd. widening

TO: MEMO TO THE FILE

I met with the North Portland Citizens Committee, Transportation Subcommittee about the Burr-Oswego Section of North Columbia Boulevard widening and relocation project.

The purpose of the meeting was a presentation by Bill Dirker, of the potential to reconstruct Columbia Boulevard, to provide for an adequate four lane section, sidewalk and buffer section between the boulevard and the neighborhood in the area of St. Johns to the south. North of this section is industrial, including the railroad. The section is currently four lanes, however, seriously deteriorated, likely because of base failure and inadequate design for the current traffic. This is a major feeder to the Rivergate section from I-5.

Through general discussion, the subject of adjacent neighborhood street closures showed part of the committee in favor of the proposal to close three out of four streets and development of a buffer zone. Part of the committee did not, due to the additional traffic placed on those streets which would be left open.

A park is involved but would not be effected other than pedestrian movement to the park. A school is also involved indirectly by children utilizing the corridor.

The committee will endorse the project with a letter to the City recommending that they proceed with this project.

This would be advanced as an urban project. It is considered in the list being prepared by the City Planning Bureau under the accelerated program.

Hopkins
Harwell
Holmes
Prange
Unrein 2
~~cbg~~

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Unrein

cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
J. H. Versteeg
G. A. Potter

~~attachment~~

PROJECT MANAGEMENT SECTION
ROUTING ACTION INFO
INVENTORY-NEED
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
MAR - 1 1975

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date February 4, 1975

Applicant Agency City of Portland

Federal Aid System Route No. 0944 Route Name N. Columbia Blvd.

Project Name N. Columbia Blvd. - N. Burr Avenue to N. Oswego Avenue

Project Length 0.5 miles Project Location (Attached sketch map)

Project Description: N. Columbia Blvd. between N. Burr Ave., and N. Oswego Avenue (0.5 miles) will be improved to an adequate roadway with turning median, curb, sidewalk, and drainage facilities.

Justification: Poor subgrade materials have caused high maintenance costs in addition to noise and vibration problems for nearby residents. The project will remedy these problems in addition to smoothing traffic flow, increasing travel safety, improving aesthetics, and increasing pedestrian safety.

7/18/75

Alternates: An alternate alignment north of the present right-of-way ~~was studied. Sharp curves would produce an undesirable alignment~~. R/W cost ~~believed~~ excessive.

Average Daily Traffic 5,350 ADT Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 44' Travel Lanes 4 Shoulders Unimproved

Medians None Parking On shoulders

Sidewalks None

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 64' Travel Lanes 4 Shoulders No

Medians 14' left turn Parking No

Curbed Yes Length Curb Radii 15' minimum

Sidewalk/bikeway 8' both sides

Other

FOOTNOTES:

7 Description of Proposed Roadway Work Widen N. Columbia Blvd. between N. Burr Avenue and N. Oswego Avenue.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 100' Minimum 100' Maximum 100'

2. Will Additional Right-of-Way Be Needed? No Explain One alternative would be a new alignment north of the existing alignment. This would require substantial R/W acquisition.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Include in project

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization: None

Location

Type
Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: 1000 Watt Mercury Vapor on wood poles with overhead wiring. 180' spacing on south side of Columbia Blvd.

2. Proposed Illumination:

Location Set back as appropriate at existing location.
Type Same as existing

V. STRUCTURE DATA

1. Existing Structure: NONE

Location
Type
Size
To Remain in Place?

2. Proposed Structure: NONE

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provision, for illumination desired? ____________________

Are there any unusual or complicating conditions? ____________________

VI. RAILROAD DATA

1. Are there any railroad crossings? __________ Location __________

Type of existing crossing __________

Existing crossing protection __________

Name of Railroad __________

Number of tracks: Mainline __________ Siding __________ Total __________

Angle of Intersection __________

Sight distance: (Direction) __________ Distance __________

(Direction) __________ Distance __________

Number of Trains: Passenger __________ Speed __________

Freight __________ Speed __________

2. Will existing railroad crossing be altered? __________

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

This construction project of 1st segment follows preliminary engineering on 1st and 2nd segments of N. Columbia Blvd.

2. Applicant's Estimate of Cost for Requested Project

Roadway Work	
Right-of-Way Costs (If participating)	$ 715,000
Traffic Control	
Illumination	5,000
Structures	30,000
Railroad	
Other Buffer Zone	150,000
Preliminary Engineering	
PROJECT TOTAL	$ 900,000

FOOTNOTES: See attached City Capital Improvements Budget Material.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland

By __________

By __________

__________ County

By __________

By __________

By __________

DESCRIPTION

N. Columbia Blvd. from N. Burr Avenue to N. Oswego Avenue (0.5 miles) is currently improved with a 44-foot pavement with no curb or sidewalk. It is proposed to construct an adequate roadway which will accommodate four travel lanes and a turning median. Curb, sidewalk, and drainage facilities will also be part of the project. George School is located at the eastern project limit. The land north of Columbia Blvd. is used for industry. Single family residences are located south of Columbia Blvd.

JUSTIFICATION

N. Columbia Blvd. is a roadway which is located on the north side of the St. Johns area. It is an important part of the City's transportation system since it serves the Rivergate industrial area and the City's disposal site. The roadway currently carries 5,350 vehicles per day with a high percentage of heavy truck traffic. The roadway is constructed on poor subgrade material with resultant uneven pavement and very high maintenance costs. The uneven roadway causes truck traffic to disturb nearby residents by causing excessive noise and vibrations. The proposed project will eliminate these problems in addition to aiding traffic flow by virtue of a wider roadway. The turning median will increase travel safety while the proposed curb and sidewalk will increase pedestrian safety. Aesthetics will be improved with the removal of unpaved shoulders which are subject to deterioration during rainy periods.

ALTERNATIVES

This is
An alternate alignment north of the present right-of-way ~~was studied~~. The existing right-of-way would be used as a landscaped buffer zone between Columbia Blvd. and the residential area to the south. Cost is estimated to be $900,000. ~~This alternate results in undesirable roadway alignment, aesthetics and travel safety hazards because of two necessary offset curves.~~ The no-build, or inaction option, would continue the present problems -- noise, vibration, high maintenance costs, poor aesthetics, and pedestrian safety hazards.

RELATED PROJECTS

N. Columbia Blvd. will require improvement from N. Oswego Avenue to the Rivergate industrial area.

OPERATING BUDGET IMPACT

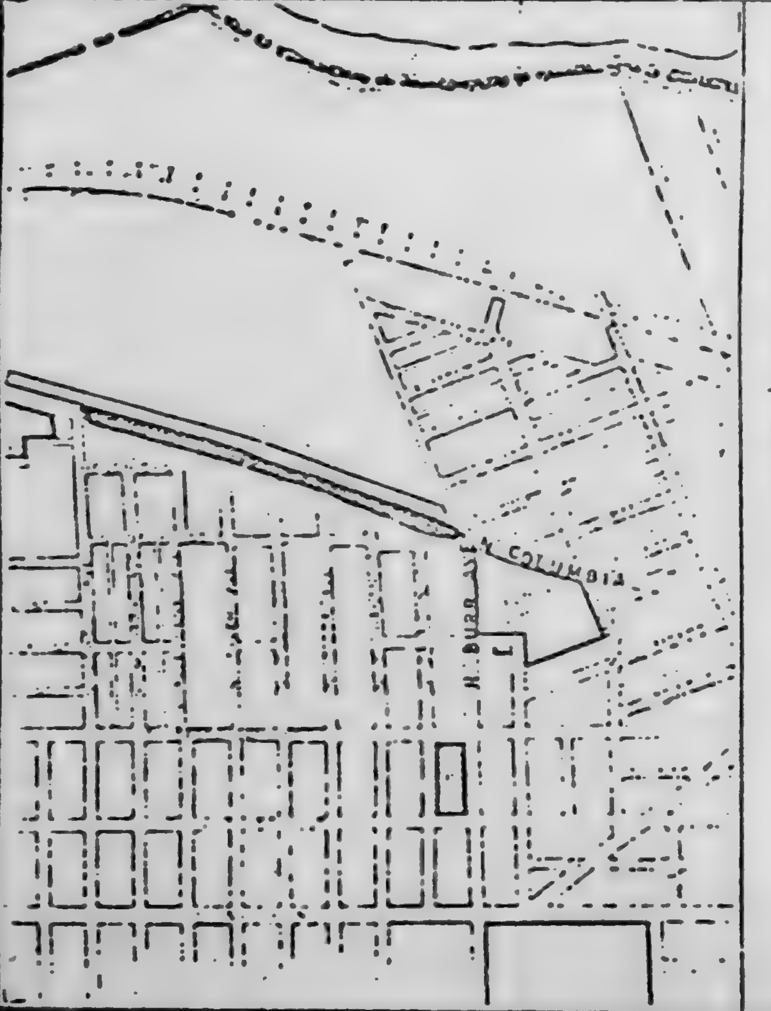
Substantial savings in maintenance costs will be realized when the project is completed.

Appropriation Unit	Project Number	Category	Priority
Bureau of Street and Structural Engineering		B	9

Project Title: N. Columbia Blvd. - N. Burr Avenue to N. Oswego Avenue.

Project Objective: Improve an existing street that serves the City Disposal site.

Revenue Source	Prior Expenditure	Request 1975-1976	PROPOSED PROGRAM 1976-1977	1977-1978	1978-1979	1979-1980	TOTAL
General City: (Adv.Dep.)		~~4,840~~ 11,000	~~43,560~~ 99,000				~~48,400~~ 110,0
(P.E./City)		~~33,000~~ 75,000					~~33,000~~ 75,000
Federal: FAU		~~34,320~~ 78000	~~304,880~~ 702,000				~~339,200~~ 780,000
State: Highway		~~4,840~~ 11,000	~~43,560~~ 99,000				~~48,400~~ 110,0
Other: OSHD Reimburse to City for P.E.		- 33,000 - 75000					- 33,000 - 7
TOTAL		100,000 ~~44,000~~	900,000 ~~396,000~~				1,000,000 ~~440,000~~



Description, Justification, Alternatives, Related Projects and Budget History

Description: N. Columbia Blvd. between N. Burr Ave. and N. Oswego Avenue (0.5 miles) will be improved to an adequate roadway with turning median, curb, sidewalk, and drainage facilities.

Justification: Poor subgrade materials have caused high maintenance costs in addition to noise and vibration problems for nearby residents. The project will remedy these problems in addition to smoothing traffic flow, increasing travel safety, improving aesthetics, and increasing pedestrian safety.

Alternates: ~~An~~ This is alternate alignment north of the present right-of-way, ~~was studied.~~ ~~Offset curves would produce an undesirable alignment.~~

Related Projects: N. Columbia Blvd. will require improvement from N. Oswego Avenue to the Rivergate industrial area.

COMMENT ON FUNDING FAU PROJECTS:

New programs presented as Federal-Aid-Urban (FAU) projects are presently elegible for funding in the following proportions:

Federal Highway Act - FAU	78%
State - OSHD	11%
City - General Fund	11%
	100%

Allocation of funds to the Portland Urban Area are made by Columbia Region Association of Governments (CRAG) based upon a priority system applied to all projects submitted by local governments. Final project approval is granted by the Oregon Transportation Commission.

Project accounting is a function of the OSHD and it is necessary that the local government make an advance payment to the OSHD for the approved portion of a project prior to commencement of any work.

On projects where the City elects to perform the project engineering, it becomes necessary that the City pay engineering costs,subject to rebate from OSHD, at 60 day intervals after billing and as the work progresses.

This procedure presents a budget and bookkeeping problem, as we must have funds appropriated for this purpose even though reimbursement is anticipated.

On new FAU projects where the City plans to accomplish all or any part of the engineering, the procedure as used in this program indicates the following:

1. Advance payment to OSHD - 11% of estimate cost of activity.
2. An estimated amount for funding AU Engineering by City staff.
3. A reimbursement, as a revenue source, from OSHD.

It is believed necessary that the General Fund budget appropriate funds in accordance with this procedure, and that this expense be offset by General Fund Resource in the form of OSHD reimbursement.

5083

COLUMBIA BLVD. [illegible]
RECONSTRUCTIO

CITY OF PORTLAND

BUDGET REQUEST FORM FOR A NEIGHBORHOOD CAPITAL IMPROVEMENT PROJECT

(A) Name of Organization North Portland Citizen's Committee (B) Date Submitted: October 17, 1974

(C) Contact Person: Name Thelma Wilder Address 5225 N. Lombard St.

Phone 283-5373

(D) Year(s) Funding Requested for: Immediate (E) Cost Estimate: under $5,000 ______

over $5,000 XXXXX

not known ______

(F) Priority Rating #1 Physical Improvement---St. Johns Area

(G) Nature of Support: Total community recognizes the need for this project. Columbia Blvd. Rebuilding has been widely discussed in many community meetings in the last three years.......The North Portland Conference identifies this need as a top priority.

(H) Project Description and Justification: (Use the back of this form if needed)
Rebuild Columbia Blvd. from Burr Avenue to Rivergate Lombard including buffers along residential areas. (See North Portland Conference priority report.)

Columbia Blvd. carries most of the traffic to Rivergate and Terminal 4 (Port of Portland), to the landfill (City of Portland) and to most of North Portland industry.

If this area is to be used for the benefit of the total City the City should be willing to make improvements to make is compatible to the neighborhood.

At present homes are shaken by truck traffic on this route. The church at N. Burr and Bank is having major problems with plaster due to vibrations.

Neighborhood CIP Budget Request Form CP49.05 9/74

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE N. Columbia Blvd. - N. Burr to Oswego Aves. - Construction DATE March 25, 1975

REQUESTING AGENCY City of Portland CONTACT PERSON Kyle PHONE 4642

LOCAL PRIORITY RANK 3 IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL X

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT △

	FISCAL YEAR						
ITEM DESCRIPTION	19 76	19 77	19	19	19	19	Item Cost $
Authorization	A						900,000
Construction	900,000						
TOTAL $	900,000						900,000
FHWA $	702,000						702,000
UMTA $							99,000
STATE $	99,000						99,000
LOCAL $	99,000						
STATE BOND $							
$							

REQUESTOR COMMENTS: Project Objectives (1) reduce maintenance; (2) reduce adverse impact on residential neighborhood; (3) improve safety including school; (4) accelerate employment opportunities; (5) improve access to Rivergate Industrial District, UP Industrial Park, Terminal 4

CRAG PROJECT NO. ____

CRAG RANKING ____

CRAG APPROVALS:
TTAC ____

8355 NE Union Ave-NE 82nd Ave. 1976
Sec. of Columbia River Hwy.
(Headlight glare shield install.)

8355 8

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 920

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H.S. Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 11-4-77	REPORT MADE BY C. T. Christianson, Area Engr		PROJECT NO. U-323(27)
COMPLETION DATE *See Below	ACCEPTANCE DATE BY CONTRACT AGENCY *See Below	TIME ELAPSED *See Below %	CONTRACT TIME *See Below
APPROVED EXTENSIONS *See Below	LOCATION Banfield Freeway, Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

* CONTRACT	COMPLETION DATE	ACCEPTANCE DATE BY CONTR.AGENCY	TIME ELAPSED	CONTRACT TIME	APPROVED EXTENSIONS
8259	6-17-76	4-7-77	100%	160CD	30 CD
8355	11-24-76	3-4-77	117%	150CD	None

RECEIVED
ATE HWY ENG
NOV 8 '77
REFER TO
FOR
R/D D/R

N.E. UNION AVENUE - N.E. 82nd AVENUE SEC. 11-8-77
COLUMBIA RIVER HIGHWAY
BANFIELD FREEWAY

The purpose of this project was to restore a badly deteriorated pavement, install concrete median and shoulder barriers, impact attenuators and headlight glare shield. In addition to the structural and safety items, the roadway was re-striped to add median HOV lanes and eliminate the shoulders to increase the people carrying capacity of the facility. Emergency parking bays with telephone call boxes were added for stalled vehicles and emergency use.

Due to the special nature of the plastic paddle glare screen, that portion of the work was handled under separate contract.

A monitoring and evaluation study is underway to assess the operational aspects of the HOV facility.

Both contracts have been satisfactorily completed. Contract No. 8259 was completed at a total cost of $2,061,864.96 representing less than one% underrun. Contract No. 8355 (Glare Screen) was completed at a total cost of $151,330.80 representing a 1% underrun.

COPY SENT
NOV 7 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE E. J. Valach for C.T. Christianson	Original signed by E. J. Valach Dist. Engineer	SIGNATURE E. J. Valach	Original signed by E. J. Valach Dist. Engineer
TITLE Area Engineer	DATE 11-7-77	TITLE District Engineer	DATE 11-9-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FORM APPROVED *RCS HNG-30-02*
OMB NO. 04-R2274

8355(26)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 40-4)

ALL CARD A

To be completed by Washington Headquarters Personnel 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	
Oregon	Multnomah	U-323(27)	URBAN ☒ RURAL ( )

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	141,225	
21	LENGTH OF PROJECT	MILES	4.798	

DATE STARTED September 7, 1976

DATE COMPLETED November 24, 1976

TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS - Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT		
A	30	LABOR	TOTAL MAN HOURS 1063	GROSS EARNINGS 14,177	
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	43,780	
B	9	PETROLEUM PRODUCTS	GAL.	567	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON		
C	92		CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD. FT.		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	7677	
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	8956	

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

8355

June 30, 1977

United States Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

A post-final payment for $999.00 will be made to Warren Northwest, Inc. on Contract No. 8355 for work on the N.E. Union Ave.-N.E. 82nd Ave. Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $137,215.80 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Warren Northwest, Inc.
1460 Aerial Way S.E.
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Ed Hardt

Form 81-734 [illegible]

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8355

Order No. 2

Section NE Union Avenue - NE 82nd Avenue

Date March 17, 1977

Highway Columbia River, I-80N

F.A.P. No. U-323(27)

County Multnomah

Prefix 26-1066 Account No. 270-02

Description of Work To Be Done:

Sign installation for NE 33rd Avenue curve. Install galvanized post with mast arm mounted, illuminated freeway curve symbol sign.
Install wood post mounted freeway curve symbol sign.
Illuminate Sandy Blvd. O'Xing structure mounted freeway curve symbol signs.

Location by Station Numbers:

Station 102+00 eastbound - post with mast arm mounted freeway curve symbol
Station 119+50 westbound - wood post mounted freeway curve symbol
Station 126+00 westbound - Sandy Blvd. structure mounted curve symbols

Estimate of Quantities and Costs:

Galvanized post with mast arm mounted freeway curve symbol sign:

Materials	$2,725.00
Labor	850.00
Equipment Rental	250.00
Traffic Handling	250.00
Wood post mounted freeway curve symbol sign	150.00
Spot lighting of curve symbol signs on Sandy Blvd.	200.00
Total	$4,425.00

Explanation:
Adequate advanced signing is required for the NE 33rd Avenue curves for the safety of the motoring public. The recent contract has been completed requiring the work to be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 152,849.66
Present estimate of project cost, including $ 4,425.00 for work under this order	$ 157,742.04
Expected XXXXXXX over-run (amount)	$ 4,892.38
Expected XXXXXXX over-run (per cent)	3.20

Space to right of this line is for use of Salem Office

Submitted by: Paul W. Ward ~~Resident Engineer~~
Reg. Staff Asst.

Approval Recommended: Marvin Goff Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer
3-28-77

SP*79802-734

March 10, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8355 awarded to Warren Northwest, Inc., for headlight glare shield installation on the N.E. Union Avenue-N.E. 82nd Avenue Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $7,329.54 and the total contract amount is $136,216.80. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Warren Northwest, Inc.
1460 Aerial Way S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

8355 73

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE UNION - 82ND AVE.

WEEK ENDING: DECEMBER 3, 1976

SECTION PREFIX: 26-1066

HIGHWAY: COLUMBIA RIVER

COUNTY: MULTNOMAH

NAME OF JOB: NE UNION AVE. - NE 82ND AVE.

KIND OF WORK: HEADLIGHT GLARE SHIELD

CONTRACTOR: WARREN NORTHWEST, INC.

CONTRACT NUMBER: 8355

FEDERAL AID PROJECT NUMBER: U-323(27)

DATE OF CONTRACT: MAY 11, 1976

DATE WORK STARTED: SEPTEMBER 7, 1976

ESTIMATED COMPLETION DATE: NOVEMBER 24, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 150

WORK DAYS USED:

CALENDAR DAYS USED 176

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 117.33%

PROJECT AUTHORIZATION: $152,849.66

EXCLUSIVE OF ENGINEERING: $140,729.42

ENGINEERING AUTHORIZATION: $12,120.24

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.00%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $139,780.20

ENGINEERING COST TO DATE: $12,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.00%

ESTIMATED PERCENT: XXXXX UNDERRUN 0.68 %

PERCENT OF AUTHORIZATION: 99.01%

DATE PROJECT WAS COMPLETED: NOVEMBER 24, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.69				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-Arrow Trailer, 1-Flatbed Truck, 1-Pickup Truck, X and 1-ladder Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	GLARE SHIELD	ILLUM.	T.P.&D.					
PERCENT	100	1000	100					

	CALANDER DAYS WEATHER	XXXXX CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	FAIR	0		
MONDAY	FAIR	0		
TUESDAY	FAIR	0		
WEDNESDAY	FAIR	0		
THURSDAY	FAIR	0		
FRIDAY	COLD AND FOOGY TO GEN. FAIR	0		
SATURDAY		0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
DEC 6 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

NOV. 28 SUNDAY	NO ACTIVITY SEVEN DAY TEST CONTINUED
NOV. 29 MONDAY	NORTHWEST: Replacing damaged paddles and reflectors. HANSEN: General cleanup. SEVEN DAY TEST CONTINUED
NOV. 30 TUESDAY	NORTHWEST: Continued replacement of damaged paddles and reflectors. HANSEN: Continued general clean-up. SEVEN DAY TEST CONTINUED
DEC. 1 WEDNESDAY	NO ACTIVITY
DEC. 2 THURSDAY	HANSEN: Installed splice kits. THIS COMPLETES ALL FIELD WORK ON THIS PROJECT.
DEC. 3 FRIDAY	
NOV. 27 SATURDAY	NO ACTIVITY SEVEN DAY TEST CONTINUED

REMARKS

SUMMARY: NORTHWEST replaced damage paddles and reflectors throughout the project.
HANSEN Installed splice kits and did general clean-up work.

No further weekly reports will be submitted for this project.

FINAL WEEKLY REPORT

SIGNED Jerry C. Street LOCATION PORTLAND
JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

[redacted]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: Wash. D.C. (HNG-20)
OSHD (E S Hunter) ✓
Region 10ED

INSPECTION REPORT

9 29 76

REGION NO. 10	**REPORT ON** Median Barrier Performance	**DIVISION** Oregon
DATE OF INSPECTION 9-29-76	**INSPECTION MADE BY** C. T. Christianson, Area Engineer	**PROJECT NO.** U-323(27)

IN COMPANY WITH

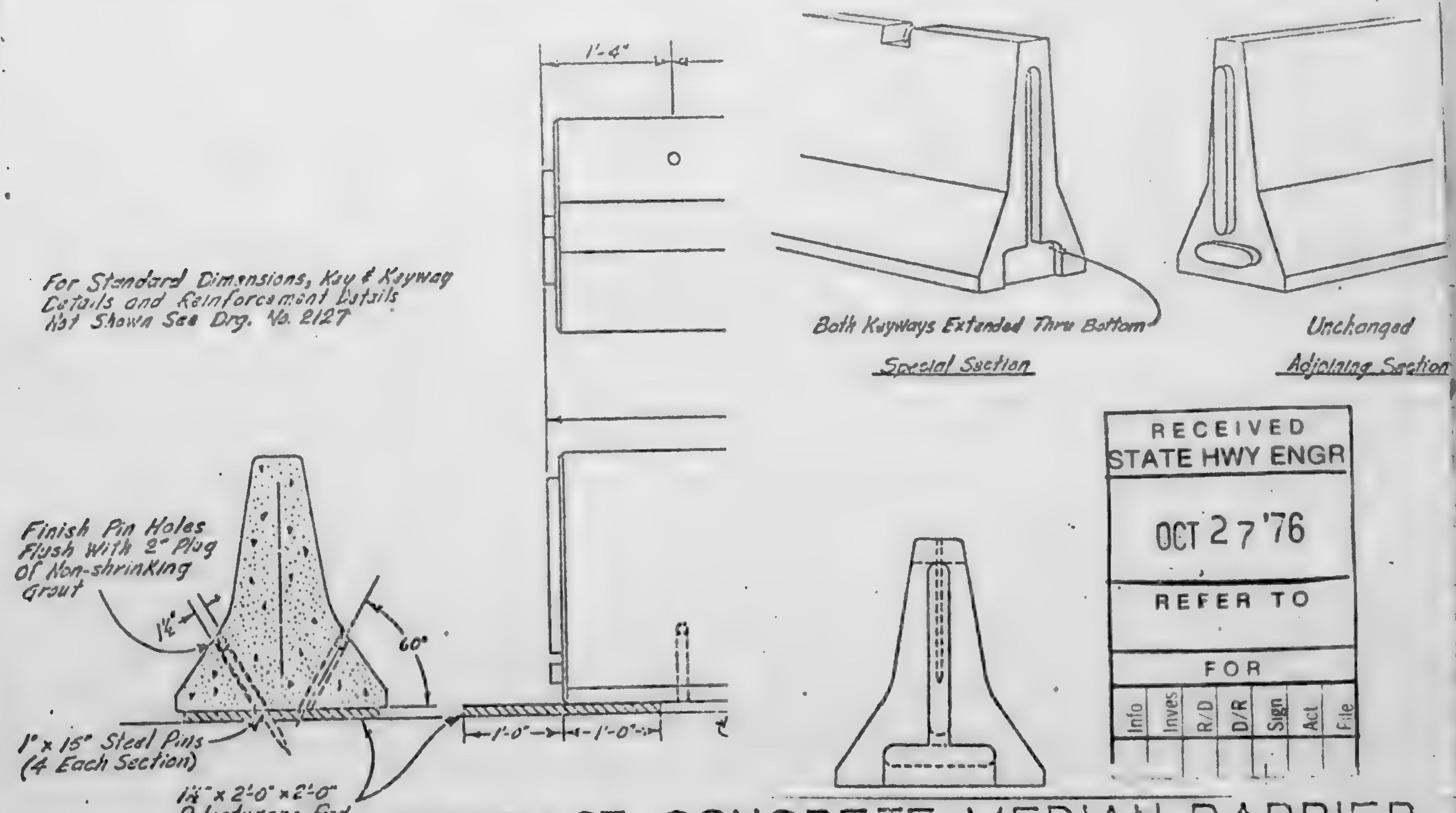
E. J. Valach, Dist. Engr., FHWA; Max Klotz, Metro Planning Engr., OSHD

REMARKS

BANFIELD FREEWAY

On September 29, 1976, at approximately 1:00 p.m. a loaded truck (tractor-trailer unit) experienced a front tire blowout causing loss of control. The tire failure appraently resulted from striking a piece of angle iron in the roadway. The vehicle was traveling westbound when loss of control occurred causing the truck to cross one lane and strike the concrete median barrier where it was redirected. The vehicle rubbed along the barrier for approximately 150 feet before coming to a stop.

The barrier was recently installed replacing an old double faced metal beam rail. The new barrier consists of precast segments with keyed ends set on plastic foam pads for leveling and held in place with steel pins driven into the road bed.



1'-4"
For Standard Dimensions, Key & Keyway Details and Reinforcement Details Not Shown See Drg. No. 2127
Both Keyways Extended Thru Bottom
Special Section
Unchanged
Adjoining Section
Finish Pin Holes Flush With 2" Plug Of Non-shrinking Grout
1½"
60°
1" x 15" Steel Pins (4 Each Section)
1½" x 2'-0" x 2'-0" Polystyrene Pad
1'-0"
1'-0"

RECEIVED
STATE HWY ENGR
OCT 27 '76
REFER TO
FOR

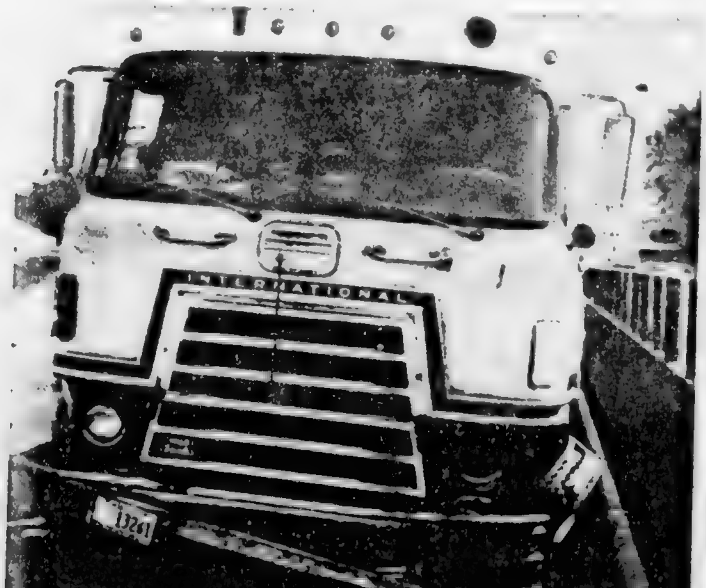
Info	Inves	R/D	D/R	Sign	Act	File

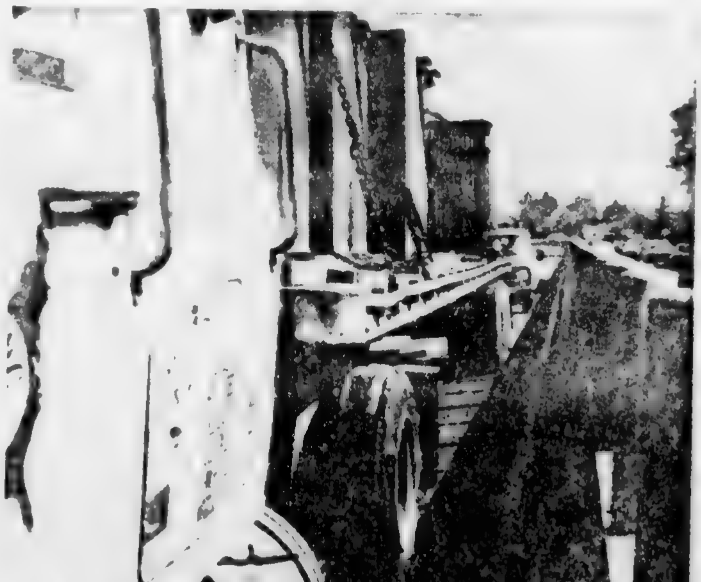
PRECAST CONCRETE MEDIAN BARRIER

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

★ GPO: 1970 0-387-254

Traffic volume measurements on the date of this accident indicate an hourly volume of 2500 vehicles at the time. Vehicle damage was moderate. Truck damage is shown in the photos. Part of the load was dislodged and dropped in the opposing lanes causing damage to one automobile traveling eastbound.





There were no injuries resulting from the occurrence. Damage to the barrier and glare screen are moderate and will not require lengthy or complex repair work.

This is a good example of confirming the safety aspects of this barrier design. A heavy vehicle was safely redirected in such a way as to avoid a serious head-on impact, prevent overturning of the large vehicle and minimize conflict with other vehicles traveling in the same direction.

8355

STATE COPY

m Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-9-76

State Oregon
County Multnomah
Project Number U-323(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,059,384	$ 2,201,757
Federal funds	$ 1,610,200	$ 1,721,500
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for:
G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, July 29, 1976

Federal Aid Project
No. U-323(27)

N.E. UNION AVE.-N.E. 82ND AVE. SECTION
COLUMBIA RIVER HWY IN MULTNOMAH

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 22+42 to Sta. 275+70)

Subtotal on Previous Estimate of May 14, 1976 $1,737,498.55

Additional Approved Items

PA 6 Temporary Traffic Protection	Lump Sum		$ 5,600.00
PA 6 Flagmen	241 hour	16.00	3,856.00
PA 6 Removal of Structures & Obstructions	Lump Sum		5,000.00
PA 6 Clearing and Grubbing	Lump Sum		4,500.00
PA 6 General Excavation	942 cu.yd.	9.00	8,478.00
PA 6 Finishing Roadbed & Slopes	Lump Sum		5,000.00
PA 6 Class "C" Asphalt Concrete	512 ton	18.00	9,216.00
PA 6 Asphalt Cement in Mixture	32 ton	79.00	2,528.00
PA 6 8-inch Sewer Pipe	31 lin.ft.	25.00	775.00
PA 6 Type G-1 Inlet	4 only	500.00	2,000.00
PA 6 Reconstruct Existing Manhole	1 only	550.00	550.00
PA 6 Concrete Curb, Type 'C'	46 cu.yd.	138.00	6,348.00
PA 6 Guard Rail Anchor, Type 2	1 only	300.00	300.00
PA 6 Salvage & Reinstall Guard Rail, Type 2A	1,496 lin.ft.	8.50	12,716.00
PA 6 Illumination Foundation	3 only	354.00	1,062.00
PA 6 Bridge Connection	1 only	350.00	350.00
PA 6 Relocate Existing Illumination Pole	3 only	388.00	1,164.00
PA 6 Wire & Trenching	657 lin.ft.	3.16	2,076.12
PA 6 Salvage & Reinstall Signs	2 only	50.00	100.00
PA 10 Misc. Median Barrier Work	Lump Sum		4,932.00
PA 11 Metal Bin Wall Work	Lump Sum		8,450.00
PA 13 Extend W. Bd. Shoulder Barrier (Sandy Blvd.)	312 lin.ft.	21.00	6,552.00
PA 13 Extend E. Bd. Shoulder Barrier (39th Ave.)	75 lin.ft.	21.00	1,575.00
PA 13 Extend W. Bd. Shoulder Barrier (39th Ave.)	62 lin.ft.	21.00	1,302.00
PA 13 Extend E. Bd. Shoulder Barrier (82nd Ave.)	37 lin.ft.	21.00	777.00
PA 13 Additional Shoulder Barrier at W. Bd. 82nd Ave.	288 lin.ft.	21.00	6,048.00
PA 15 Advance Warning Signs (21st & 82nd)	Lump Sum		13,175.00
SF07 Furnish, Install & Maintain Air Quality Environmental Trailer	All Required		15,000.00

Increase	$ 129,430.12
Subtotal	$1,866,928.67
Engineering	186,692.33
Total	$2,053,621.00

Type Code Y003
Headlight Glare Shield (Sta. 27+45 to Sta. 275+69.5)

Total Same as previous estimate of May 14, 1976 $ 148,136.00

Length of Project - - - - - 4.798 miles
Cost of Roadway Per Mile- - $428,016.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,053,621.00	$1,605,700.00	$447,921.00
Headlight Glard Shield	148,136.00	115,800.00	32,336.00
Total	$2,201,757.00	$1,721,500.00	$480,257.00

Group 1 - 100%	Group 1 - 100%
Contract No. 8259 (Roadway)	Contract No. 8355 (Glare Shield)
Prefix 26-1051	Prefix 26-1066

1355

2 5 A

STATE COPY

15

. TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-208		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2	5 21 76	Project Number U-323(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 8, 1975,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,911,248	$ 2,059,384
Federal funds	$ 1,494,400	$ 1,610,200
Other revisions		

This modification is made for the following reasons:

To include contract for installation of glare screen.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 14, 1976

Federal-Aid Project
No. U-323(27)

N.E. Union Ave.-N.E. 82nd Ave. Section
Columbia River Highway
Multnomah County

Revised Project Agreement Estimate to include Glare Screen Contract.

Type Code 6201
Roadway (Sta. 22+42 to Sta. 275+70)

Mobilization	All Required		$ 125,000.00
Temporary Protection and Direction of Traffic	All Required		90,000.00
Temporary Signs	1,780 sq.ft.	6.50	11,570.00
Temporary Barricades	10 only	100.00	1,000.00
Temporary Plastic Safety Markers	10 only	70.00	700.00
Flagmen	2,000 hours	16.00	32,000.00
Sequential Arrow Sign	2 only	3,500.00	7,000.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structures and Obstructions	All Required		70,000.00
Embankment in Place	3,540 cu.yds.	9.00	31,600.00
Finishing Roadbed and Slopes	All Required		7,500.00
Furnishing and Placing Topsoil	45 cu.yds.	12.00	540.00
Watering	60 M-gals.	15.00	900.00
Structure Excavation	310 cu.yds.	6.00	1,800.00
Aggregate Shoulders	250 cu.yds.	10.00	2,500.00
Class "C" Asphalt Concrete Mixture	5,800 tons	14.00	81,200.00
Class "C" Mod. Asphalt Concrete Mixture	20,000 tons	11.75	235,000.00
Class "D" Asphalt Concrete Mixture in Leveling Course	6,000 tons	11.75	70,500.00
Portland Cement Additive in Class "C" Mod. Mixture	200 tons	50.00	10,000.00
Asphalt Cement in Mixture	2,050 tons	75.00	153,750.00
Asphalt in Tack Coat	50 tons	150.00	7,500.00
Metal Bin Type Retaining Wall, Station 97	All Required		28,000.00
8-inch Sewer Pipe	230 lin.ft.	25.00	5,750.00
Special Access Manhole, Type 1	3 only	2,000.00	6,000.00
Concrete Inlets, Type G-1	38 only	350.00	13,300.00
Guard Rail, Type 2A	1,665 lin.ft.	8.50	14,152.50
Guard Rail Anchors, Type 1	2 only	350.00	700.00
Guard Rail Anchors, Type 2	3 only	300.00	900.00
Extra for Guard Rail Bridge Connections	10 only	350.00	3,500.00

Rail End Pieces, Type A	1 only	20.00	20.00
Rail End Pieces, Type C	4 only	150.00	600.00
CL-4R Chain Link Fence	230 lin.ft.	7.00	1,610.00
4-inch Concrete Surfacing	100 sq.yds.	11.00	1,100.00
Concrete Curbs	145 cu.yds.	197.00	28,565.00
Concrete Barriers	28,437 lin.ft.	14.00	398,118.00
Concrete in Barriers	230 cu.yds.	165.00	37,950.00
Reinforcement in Barriers	2,550 lbs.	0.50	1,275.00
Adjusting Manholes	68 only	120.00	8,160.00
Reconstructing Concrete Manholes	3 only	500.00	1,500.00
Adjusting Inlets	103 only	50.00	5,150.00
Impact Attenuators (Hi-Dro Cushion Cells)	All Required		16,000.00
Mono-Directional (Crystal Type I Markers)	2,620 only	2.10	5,502.00
White Type II Markers	17,589 only	1.00	17,589.00

Signing

Removal of Existing Sign Installations	All Required		1,000.00
Painted Wood Sign Posts	All Required		1,800.00
Structure Mounts	All Required		28,200.00
Type "C" and "D" Signs in Place	1,387 sq.ft.	8.50	11,789.50
Type "H" Signs in Place	18 sq.ft.	6.50	117.00
Type "U" Signs in Place	60 sq.ft.	10.00	600.00
Move and Reinstall Existing Signs	All Required		450.00
Sign Illumination Equipment	All Required		1,800.00

Illumination

Foundations	4 only	354.00	1,416.00
Frangible Aluminum Transformer Bases	18 only	365.00	6,570.00
Relocate Existing Light Pole to New Foundation	5 only	390.00	1,950.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		13,750.00

Signals

Flashing Beacon Installation, Complete	All Required		1,950.00
			$1,640,254.00

Anticipated Items

Railroad Protective Costs	All Required		$ 7,000.00
Permanent Pavement Striping (S.F.)	All Required		2,500.00
Stage Construction Striping (S.F.)	All Required		1,000.00
Temporary Erosion Control (E.W.)	All Required		1,000.00
On-the-Job Trainees (3 at $800)(E.W.)	All Required		2,400.00
EWO #1 Removal of Existing Pavement Patching	All Required		10,000.00
EWO #2 Adjust Sprinkler System	All Required		10,000.00
PA 1 Amber Flashers	22 only	125.00	2,750.00
PA 3 Install Telephone Conduits	Lump Sum		23,000.00
PA 4 Revise Roadway Illumination	Lump Sum		1,100.00
PA 5 Temporary Protection and Direction of Traffic	Lump Sum		2,000.00
PA 5 Flagmen	80 hours	16.00	1,280.00
PA 5 Concrete Curb Removal	375 lin.ft.	1.00	375.00
PA 5 Remove Inlet	1 only	150.00	150.00
PA 5 General Excavation	600 cu.yds.	6.75	4,050.00
PA 5 Finishing Roadbed and Slopes	Lump Sum		2,300.00
PA 5 Class "C" Asphalt Concrete Mixture	313 tons	17.00	5,321.00
PA 5 Asphalt Cement in Mixture	19 tons	79.00	1,501.00
PA 5 8-inch Sewer Pipe	15 lin.ft.	25.00	375.00
PA 5 Concrete Inlet, Type G1	1 only	500.00	500.00
PA 5 Concrete Curbs, Type F	3 cu.yds.	197.00	591.00
PA 5 Salvage and Reinstall Barrier	100 lin.ft.	26.00	2,600.00
PA 5 Concrete Barrier	212 lin.ft.	19.50	4,134.00
PA 5 Foundations	2 only	365.00	730.00
PA 5 Relocate Existing Poles	2 only	390.00	780.00
PA 5 Remove Existing Pole Bases	2 only	200.00	400.00
PA 5 Wiring and Trenching	300 lin.ft.	3.16	948.00
EWO 6 Remove Ivy Vines	All Required		1,159.55
EWO 7 Adjust Manhole, Sta. 228+00	All Required		1,000.00
EWO 8 Move Light Pole to New Base	All Required		600.00
EWO 9 Curb and Pavement Removal and Add Curb	All Required		4,500.00
SFO 5 Fabricate and Install Traffic Signs	All Required		1,200.00
			$ 97,244.55
	Subtotal		$1,737,498.55
	Engineering		173,749.45
	Total		$1,911,248.00

Type Code Y003
Headlight Glare Shield (Sta. 27+45 to Sta. 275+69.5)

Temporary Protection and Direction of Traffic	All Required		$ 12,000.00
Temporary Signs	200 sq.ft.	4.50	900.00
Temporary Plastic Safety Markers	10 only	70.40	704.00
Sequential Arrow Sign	2 only	1,000.00	2,000.00
Flagmen	40 hours	15.00	600.00
14-inch Plastic Glare Shield Blades	500 only	11.15	5,575.00
18-inch Plastic Glare Shield Blades	160 only	11.15	1,784.00
24-inch Plastic Glare Shield Blades	8,922 only	11.15	99,480.30
Reflectors	2,000 only	1.40	2,800.00
Wood Lighting Poles and Arms	All Required		3,413.00
Luminares and Ballasts	All Required		742.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		4,671.00
	Subtotal		$ 134,669.30
	Engineering		13,466.70
	Total		$ 148,136.00

Length of Project - - - - - - - - - - 4.798 Miles

Cost of Roadway Per Mile - - - - - - $398,342.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,911,248.00	$1,494,400.00	$ 416,848.00
Headlight Glare Shield	148,136.00	115,800.00	32,336.00
Total	$2,059,384.00	$1,610,200.00	$ 449,184.00

Group 1	100%	Group 1	100%
Contract No.	8259	Contract No.	8355
Prefix No.	26-1051	Prefix No.	26-1066

N. E. Union Ave.-N.E. 82nd Ave. Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 3,000.00

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-33		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number U-323(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,748,952	$ 1,911,248
Federal funds	$ 1,367,505	$ 1,494,400
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, February 23, 1976

Federal-Aid Project
No. U-323(27)

N.E. UNION AVE.-N.E. 82nd. AVE. SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 22+42 to Sta. 275+70)

Mobilization	All	Required		$ 125,000.00
Temporary Protection and Direction of Traffic	All	Required		90,000.00
Temporary Signs	1,780	sq.ft.	6.50	11,570.00
Temporary Barricades	10	only	100.00	1,000.00
Temporary Plastic Safety Markers	10	only	70.00	700.00
* Flagmen	2,000	hours	16.00	32,000.00
* Sequential Arrow Sign	2	only	3,500.00	7,000.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		70,000.00
Embankment in Place	3,540	cu.yd.	9.00	31,600.00
Finishing Roadbed and Slopes	All	Required		7,500.00
Furnishing and Placing Topsoil	45	cu.yd.	12.00	540.00
Watering	60	M-gal.	15.00	900.00
Structure Excavation	310	cu.yd.	6.00	1,800.00
Aggregate Shoulders	250	cu.yd.	10.00	2,500.00
* Class "C" Asphalt Concrete Mixture	5,800	tons	14.00	81,200.00
Class "C" Mod. Asphalt Concrete Mixture	20,000	ton	11.75	235,000.00
Class "D" Asphalt Concrete Mixture in Leveling Course	6,000	ton	11.75	70,500.00
Portland Cement Additive in Class "C" Mod. Mixture	200	ton	50.00	10,000.00
Asphalt Cement in Mixture	2,050	ton	75.00	153,750.00
Asphalt in Tack Coat	50	ton	150.00	7,500.00
Metal Bin Type Retaining Wall, Station 97	All	Required		28,000.00
8-inch Sewer Pipe	230	lin.ft.	25.00	5,750.00
Special Access Manhole-1	3	only	2,000.00	6,000.00
Concrete Inlets, Type G-1	38	only	350.00	13,300.00
Guard Rail, Type 2A	1,665	lin.ft.	8.50	14,152.50
Guard Rail Anchors, Type 1	2	only	350.00	700.00
Guard Rail Anchors, Type 2	3	only	300.00	900.00
Extra for Guard Rail Bridge Connections	10	only	350.00	3,500.00
Rail End Pieces, Type A	1	only	20.00	20.00
Rail End Pieces, Type C	4	only	150.00	600.00

CL-4R Chain Link Fence	230	lin.ft.	7.00	1,610.00
4-inch Concrete Surfacing	100	sq.yd.	11.00	1,100.00
Concrete Curbs	145	cu.yd.	197.00	28,565.00
* Concrete Barriers	28,437	lin.ft.	14.00	398,118.00
Concrete in Barriers	230	cu.yd.	165.00	37,950.00
Reinforcement in Barriers	2,550	lb.	0.50	1,275.00
Adjusting Manholes	68	only	120.00	8,160.00
Reconstructing Concrete Manholes	3	only	500.00	1,500.00
Adjusting Inlets	103	only	50.00	5,150.00
Impact Attenuators (Hi-Dro Cushion Cells)	All	Required		16,000.00
Mono-Direction Crystal Type I Markers	2,620	only	2.10	5,502.00
* White Type II Markers	17,589	only	1.00	17,589.00

Signing

Removal of Existing Sign Installations	All	Required		1,000.00
Painted Wood Sign Posts	All	Required		1,800.00
Structure Mounts	All	Required		28,200.00
Type "C" and "D" Signs in Place	1,387	sq.ft.	8.50	11,789.50
Type "H" Signs in Place	18	sq.ft.	6.50	117.00
Type "U" Signs in Place	60	sq.ft.	10.00	600.00
Move and Reinstall Existing Signs	All	Required		450.00
Sign Illumination Equipment	All	Required		1,800.00

Illumination

Foundations	4	only	354.00	1,416.00
Frangible Alluminum Transformer Bases	18	only	365.00	6,570.00
Relocate Existing Light Pole to New Foundation	5	only	390.00	1,950.00
Switching, Conduit, Wiring, Lamps, Etc.	All	Required		13,750.00

Signals

Flashing Beacon Installation, Complete	All	Required		1,950.00
				$1,640,254.00

Anticipated Items

Railroad Protective Costs	All	Required		7,000.00
Permanent Pavement Striping (S.F.)	All	Required		2,500.00
Stage Construction Striping (S.F.)	All	Required		1,000.00
Temporary Erosion Control (E.W.)	All	Required		1,000.00

On-the-Job Trainees (3 @ $800)(E.W.)	All Required		2,400.00
E.W. #1 Removal of Existing Pavement Patching	All Required		10,000.00
E.W. #2 Adjust Sprinkler System	All Required		10,000.00
PA1 Amber Flashers	22 only	125.00	2,750.00
PA3 Install Telephone Conduits	Lump Sum		23,000.00
PA4 Revise Roadway Illumination	Lump Sum		1,100.00
PA5 Temporary Protection and Direction of Traffic	Lump Sum		2,000.00
PA5 Flagmen	80 hours	16.00	1,280.00
PA5 Concrete Curb Removal	375 lin.ft.	1.00	375.00
PA5 Remove Inlet	1 only	150.00	150.00
PA5 General Excavation	600 cu.yds.	6.75	4,050.00
PA Finishing Roadbed and Slopes	Lump Sum		2,300.00
PA5 Class "C" Asphalt Concrete Mixture	313 tons	17.00	5,321.00
PA5 Asphalt Cement in Mixture	19 tons	79.00	1,501.00
PA5 8-inch Sewer Pipe	15 lin.ft.	25.00	375.00
PA5 Concrete Inlet, Type G1	1 only	500.00	500.00
PA5 Concrete Curubs Type F	3 cu.yds.	197.00	591.00
PA5 Salvage and Reinstall Barrier	100 lin.ft.	26.00	2,600.00
PA5 Concrete Barrier	212 lin.ft.	19.50	4,134.00
PA5 Foundation	2 only	365.00	730.00
PA5 Relocate Existing Poles	2 only	390.00	780.00
PA5 Remove Existing Pole Bases	2 only	200.00	400.00
PA5 Wiring and Trenching	300 lin.ft.	3.16	948.00
EW06 Remove Ivy Vines	All Required		1,159.55
EW07 Adjust Manhole, Sta 228+00	All Required		1,000.00
EW08 Move Light Pole to New Base	All Required		600.00
EW09 Curb and Pavement Removal and Add Curb	All Required		4,500.00
SF05 Fabricate and Install Traffic Signs	All Required		1,200.00
			$ 97,244.55
	Subtotal		$1,737,498.55
	Engineering		173,749.45
	Total		$1,911,248.00

Length of Project . . . . 4.798 Miles

Cost of Roadway Per Mile $398,342.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,911,248.00	$1,494,400.00	$ 416,848.00
Retain in Program			
Headlight Glare Shield	226,000.00	176,700.00	49,300.00
	$2,137,248.00	$1,671,100.00	$ 466,148.00

Group 1	100%	Group 1	100%
Contract No.	8259	Contract No.	
Prefix No.	26-1051	Prefix No.	

N.E. UNION AVE.-N.E. 82nd AVE. SECTION
NONPARTICIPATING - STATEWORK

State Responsibility for Damages	All Required	$3,000.00

8259.

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-3	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah PROJECT NO. U-323(27)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30, Union Ave., E. 4.8 miles (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-75	4.798
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $1,748,952	FEDERAL FUNDS $ 1,367,505

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

#8355

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project U-323(27)
NE Union - 82nd Avenue
Banfield Freeway

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The proposed time extension as discussed in Mr. Hunter's June 4, 1976 letter has been reviewed. I concur in the 30 day extension as requested.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cc Keany
Bothman
Church
Hack

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. J-323(27)

STATE PROJECT NO. NE Union - NE 82nd Ave.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. U-194

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED 4-7-76

DATE AUTHORIZATION EFFECTIVE 4-7-76

FEDERAL ROUTE NUMBER Primary Route 45

STATE ROUTE NUMBER Primary Route #2

GENERAL LOCATION:

N. E. Union Ave. East 4.8 Miles (Portland)

GENERAL DESCRIPTION OF WORK:

Headlight Glare Shield.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandums of 6-4-75 and 1-15-76 approved this project for inclusion in the Federal-aid program.

Mr. Rulien's 4-2-76 letter of request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $224,704 - federal funds $175,696.

A signed copy of the title sheet is returned herewith.

DATE 4-13-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8 3

BLG:ljt

January 30, 1976

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe, Administrator and
State Highway Engineer

SUBJECT Finance Approval

The following are projects not in the Six-Year Construction Program that need finance approval for contracting.

SECTION	FUNDING	AMOUNT	REMARKS
NE Union Ave-NE 82nd Ave., Col. Riv. Hwy., Mult. Co.: Glare Screening	FAU	$ 220,100	Accident Prevention
Pac. Hwy. E. U'xing-N. Col. Blvd., Pac. Hwy. Mult. Co.: Signing	FAI	80,000	Completion Previous Work
Garden Valley Blvd. Int., Pac. Hwy., Douglas Co.: Grade, Pave	FAI	270,500	Safety Intchge. Revision
So. 6th St. RR O'xing (K. Falls), K.Falls-Lakeview Hwy., Klamath Co.	FAU	1,900,000	Deck Repair

The above projects are either final stages of previous work or specialized work not previously anticipated.

Your approval is recommended and the matter will be on the agenda for your consideration at the February meeting.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Ed Hardt
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
J. H. Versteeg
Alfred Shirley
George Bell
E. S. Hunter
V. E. Skoog
R. N. Bothman

8356 SE Foster Rd-Oregon City 1976
Int. Sec. of E. Ptld. Fwy.
(Illumination)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY 8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas & Multnomah	DIVISION OREGON
DATE OF REPORT Jan 10, 1978	REPORT MADE BY Dennis Gathard, Engr Trainee		PROJECT NO. I-205-7(32)299
COMPLETION DATE May 10, 1977	ACCEPTANCE DATE BY CONTRACT AGENCY May 19, 1977	TIME ELAPSED 100 %	CONTRACT TIME 365 days
APPROVED EXTENSIONS NONE	LOCATION SE. Foster Road-Oregon City Interchange		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JAN 17'78
REFER TO

FOR
Info	Inves	R/O	D/R	Sgn	Act	File

1-17-78

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE Foster Road-Oregon City Interchange
East Portland Freeway
Illumination

This project provided for the construction of roadway illumination (89 poles w/50' mounting height and 6 underdeck luminaries) and replacement of 42 luminaries on 7 towers at the Gladstone Interchange; 48 luminaries on 8 towers at the Parkplace Interchange; and 40 luminaries on 7 towers at the Oregon City Interchange.

A contract in the amount of $261,646.20 was awarded L. W. Hembree Co., 1441 SE. 82nd Avenue, Portland, Oregon, on May 11, 1976. Work began on June 14, 1976, and was completed in reasonably close conformance with the approved plans and specifications on May 10, 1977, at a final estimated cost of $258,857.08 plus $627.20 for anticipated work, $4,508.98 for contingency items and $27,000 for engineering less $2,675.00 credit for salvaged material. A total of 350 of the 365 contract days were used to complete the work.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

Acceptance of the contract work is recommended.

COPY SENT
JAN 16 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C F Christianson C. F. Christianson		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1-13-78	TITLE District Engineer	DATE 1-13-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8356

9

July 12, 1977

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
1300 S.W. Fifth Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $240.84 will be made to L. W. Hembree Co. on Contract No. 8356 for work on the S.E. Foster Road-Oregon City Interchange Section of the East Portland Freeway in Multnomah and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $263,451.86 including the post-final payment. Of the total, $4,508.98 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8356

June 14, 1977

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

On June 10, 1977, we wrote to you concerning release of final payment on Contract No. 8356 awarded to L. W. Hembree Co. for roadway illumination at the S.E. Foster Road-Oregon City Interchange on the East Portland Freeway in Multnomah and Clackamas Counties.

Final payment on this contract is $12,797.31 and the total contract amount is $263,211.02 including $4,508.98 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8351

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. E. Foster Rd. - Oregon City

WEEK ENDING: May 14, 1977

SECTION PREFIX: 603 - 1058 - 900

HIGHWAY: East Portland Freeway

COUNTY: Multnomah - Clackamas

NAME OF JOB: S. E. Foster Rd. - Oregon City

KIND OF WORK: Roadway Illumination

CONTRACTOR: L. W. Hembree Co.

CONTRACT NUMBER: 8356

FEDERAL AID PROJECT NUMBER: I - 205 - 7(32)299

DATE OF CONTRACT: May 11, 1976

DATE WORK STARTED: June 14, 1976

ESTIMATED COMPLETION DATE: Completed May 10, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 1 SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 365

CALENDAR DAYS USED 350

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 96

PROJECT AUTHORIZATION $ 295,201.44

EXCLUSIVE OF ENGINEERING: $ 271,581.28

ENGINEERING AUTHORIZATION $ 23,620.16

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 261,308.26

ENGINEERING COST TO DATE $ 26,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.8 %

PERCENT OF AUTHORIZATION 110 %

DATE PROJECT WAS COMPLETED: May 10, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Dump Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY May 8				
MONDAY 9	Sunny, 80° ±			
TUESDAY 10	Rain, 52° ±			
WEDNESDAY 11	Sunny, 70° ±			RECEIVED
THURSDAY 12	Sunny, 70° ±			MAY 17 1977
FRIDAY 13	Partly Cldy, 62° ±			CONSTRUCTION SECTION
SATURDAY 14				

Richards
Grant
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY May 8	No activity today
MONDAY 9	Misc. cleanup at Lake Rd. Interchange
TUESDAY 10	Misc. cleanup thru-out job. Job completed today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job completed May 10, 1977. This will be the last weekly report submitted.

SIGNED ______ LOCATION Portland, Oregon
Arvey D. Nelson, Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

5189

FILED
[illegible]

ROBERT W. STRAU
GOVERNOR

Department of Transportation
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
APR 26 1977
NORMA PAULUS
SECRETARY OF STATE

April 25, 1977

General Electric Supply Co.,
a Division of General Electric Co.
1212 First Avenue South
Seattle, Washington 98124

Attention: J. L. Carlson, Region Manager
Credit and Collections

NOTED ON CARD
4-28-77

Gentlemen:

This will acknowledge receipt of your Notice of Claim for panels, lighting fixtures and poles in the amount of $11,294.63 against the bond taken from L. W. Hembree Company, as principal, and Fidelity and Deposit Company of Maryland, as surety.

This appears to be in reference to the L. B. Hembree Company's Contract No. 8356, S. E. Foster Road-Oregon City Interchange Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The Fidelity and Deposit Company of Maryland furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn

cc
Fidelity & Deposit Co. of Maryland
3005 First National Bank Tower
Portland, OR 97201

L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
APR 28 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

NOTICE OF CLAIM

(Oregon Public Works)

TO: OREGON STATE HIGHWAY DIVISION
(Name of public officer or body)
Address: SALEM, OREGON 97310

NOTICE IS HEREBY GIVEN That the undersigned GENERAL ELECTRIC SUPPLY COMPANY, A DIV. OF GENERAL ELECTRIC CO. has a claim for PANELS, LIGHTING FIXTURES & POLES
(Description of labor performed or material furnished)
by GENERAL ELECTRIC SUPPLY CO., A DIV. OF GENERAL ELECTRIC CO.
(Name of claimant, unless claim assigned, in which case name of person who performed labor or furnished material)
in the sum of $11,294.63 Dollars ($) against the bond taken from L. W. HEMBREE COMPANY as principal and FIDELITY & DEPOSIT COMPANY OF MD. as surety or sureties for the work of Roadway Illumination S.E. Foster Rd.-Oregon City Interchg. Section East Portland Freeway
(Description of the public work concerning which the bond was taken)

Name of claimant GENERAL ELECTRIC SUPPLY CO.
A DIV. OF GENERAL ELECTRIC CO.
By J. L. Carlson
J. L. CARLSON, REGION MGR.
Title CREDIT & COLLECTIONS
Address 1212 FIRST AVE SOUTH
SEATTLE, WASH. 98124

CC: FIDELITY & DEPOSIT CO OF MD.
L. W. HEMBREE COMPANY

(Note: Either deliver in person and obtain receipt, or send by registered mail with return receipt requested.)

RECEIVED
APR 21 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-7 (8-69)

8356

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 14, 1976

FILE: CON 5

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Proposed Sign Additions
I-205 at Lake Road Interchange
I-5 at Tigard Exit

TO: Ed Hardt
Regional Engineer

MILWAUKIE

NOTED
E. S. HUNTER

We comment as follows in response to your September 29 letter concerning major signing structure revisions at southbound Tigard exit (estimated cost $10,000) and Lake Road Interchange on I-205 (estimated cost $35,000):

1. The existing S.E. Foster Road - Oregon City Interchange illumination Contract No. 8356 which covers the Lake Road Interchange site has a contract amount of $261,646. If the new work added to this contract were done by the price agreement method and exceeded 10 percent of this contract amount, we would have to go to the Public Contract Board for permission. I see no problem in eventually transferring the cost to the earlier Ball Contract No. 7660. Both projects utilize Interstate funding.

2. Although apparently FHWA has, or will, approve the signing from a plan standpoint, I wonder if they have approved the State force method for the Tigard - I-5 work estimated at $10,000. I believe we would still be expected to formally transmit a state force order to them with reasons for a finding in the public interest to accomplish the work by that method.

It seems to me we do not have too good a case for either of the above. If there is an accumulation of factors we can cite, such as public complaints or accidents that make a compelling case for saving time, that would have to be emphasized. We would surely have to admit that this is a large enough package of work to do by a separate contract. If the Lake Road Interchange work were done by extra work order method, we would not have to go to the Public Contract Board with it. We should not use that as a subterfuge, however.

JAB:fr

cc: E. S. Hunter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
OCT 18 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8356. STATE COPY 45

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-18	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-25-76	State Oregon County Clackamas & Multnomah Project No. I-205-7(32)299

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Oregon City, N. 8.50 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 286,015	FEDERAL FUNDS $ 263,934

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAY [illegible] 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 20, 1976

Federal-Aid Project
No. I-205-7(32)299

S.E. Foster Rd.-Oregon City Int. Sec.
East Portland Freeway
Multnomah and Clackamas Counties

Project Agreement Estimate.

Type Code Y030
Illumination (Sta. 495 thru EQ. Sta 741+98.86 = Sta. 504+00.74 to Sta. 710+00)

Mobilization	All Required		$ 6,950.00
Temporary Protection and Direction of Traffic	All Required		5,324.00
Temporary Signs	580 sq.ft.	1.34	777.20
Flagmen	500 hours	10.36	5,180.00
Removal of Existing Illumination	All Required		11,114.00
Pole Foundations	All Required		15,217.00
Roadway Lighting, Poles and Bracket Arms	All Required		90,780.00
Luminaires and Ballasts	All Required		54,709.00
Switching, Conduit, Wiring, Lamps, etc.	All Required		71,595.00
			$261,646.20

Anticipated Items

On-the-Job Trainees	All Required	$ 800.00
	Subtotal	$262,446.20
	Engineering	26,243.80
	Total	$288,690.00
Credit for Salvaging Lighting		(2,675.00)
		$286,015.00

Length of Project . . . . 0.00 Mile

Federal Funds	$263,934.00
State Funds	22,081.00
Total	$286,015.00

Group 1	100%
Contract No.	8356
Prefix No.	603-1058
Clackamas Co.	91%
Multnomah Co.	9%

S.E. Foster Road-Oregon City Int. Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$	800.00

13-1 4/13-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
1-205-7(32)299

STATE PROJECT NO.
SE Foster Rd-Oregon City Intch.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-839

COUNTY NAME
Clackamas & Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED
April 7, 1976

DATE AUTHORIZATION EFFECTIVE
April 7, 1976

FEDERAL ROUTE NUMBER
Interstate Route 205

STATE ROUTE NUMBER
East Portland Freeway Route 64

GENERAL LOCATION:
I-205 Oregon City - north 8.50 miles

GENERAL DESCRIPTION OF WORK:
Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
On the job training $800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 10-30-75 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 4-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $564,802 - Federal funds $521,199.

A signed copy of the title sheet is returned herewith.

DATE
4-13-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8251 18

STATE OF OREGON
1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 21, 1975

NOTED
E. S. HUNTER

Mr. Tom C. Crosnoe
Golden West Broadcasters
5858 Sunset Boulevard
Los Angeles, CA 90028

Dear Mr. Crosnoe:

KEX Antenna Array
S.E.Foster Rd.-Ore.City Intch. Sec.
I-205

Mr. Grant Feikert forwarded to us your letter of November 13 regarding the lighting in the vicinity of KEX.

At this time it appears that our lighting will be installed and become operational in approximately one year.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RMD:dh

cc E. S. Hunter
Grant Feikert
E. L. Hardt
G. J. Ballard

RECEIVED
STATE HWY ENGR
NOV 24 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

File BR 16147

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

FHWA File 1041DA.1

November 7, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Salvage of Lighting Units
SE Foster-Oregon City Section
Multnomah & Clackamas Cos.

In reference to your letter of October 30, 1975 on the salvage value of the lighting accessories, the salvage of control cabinets and switch boxes was purposely omitted.

This Interchange (Lake Rd.) is lit by temporary illumination and was retained until the permanent illumination could be installed. The control cabinets and switch boxes were unspecified and, therefore, would have no salvage value to us.

Please do not credit this project with this salvage.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

GJB/ag

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. G. Swenson
Ed Hardt

RECEIVED
STATE HWY ENGR
NOV 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 16217

Salem, Oregon
November 5, 1975

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to File

SUBJECT:
SE Foster Rd.-Oregon City Section
East Portland Freeway
Multnomah & Clackamas Cos.
Illumination - Bridge 16217

The S. E. Foster Road-Oregon City Interchange Section Illumination project was reviewed October 30, 1975, and basic changes in the design were made. These changes will require additional design time. New drawings and estimates will be completed by February 1, 1975. Adding 11 weeks for processing to receipt of bids, this would mean scheduling the project for the April 29, 1975 bid opening.

JEB:smd

cc E. S. Hunter
D. E. Swan
C. G. Swenson
Ed Hardt
D. H. Moehring

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 6 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8326

Form FHWA 121 (Rev. 5-73)

15

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 30, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-205-7(32)299
SE Foster-Oregon City Section
Salvage of Lighting Units

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The salvage value for the wood poles, bracket arms, and high mast luminaires and ballasts on the subject project as proposed in Mr. Ellison's October 16 letter are considered reasonable and acceptable. The proposal, however, does not include a credit for the control cabinet and switch boxes. Since they are to remain the property of the State it is assumed they also have a value. The project should be credited accordingly.

For G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 3 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

11/3/75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-30-75

BY (Signature): L. W. Rulien's October 21, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

~~STAGE 1~~ ITEM NOS. 839 THRU ______

~~STAGE 2~~ ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
839	I-205-7(32)299	0.0	750,000	692,100	SE Foster Road - Oregon City Interchange Section. Clackamas and Multnomah Counties. State of Oregon	Highway Lighting (Linear & interchange)

RECEIVED
STATE HWY ENG
OCT 31 '75
REFER TO
Rulien
FOR

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
**		10-30-75	C K Burghardt for C. L. Green, Division Administrator

* Program approval ~~and any authorization to proceed with a Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

10-30-75

8356

October 21, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-205-7(32)299

We are submitting program data for one project, Item No. 839, Project No. I-205-7(32)299, "SE Foster Road-Oregon City Interchange Section", which we desire to have included in the Federal-Aid Interstate Program.

It is our present intention to receive bids for this project on November 20, 1975.

JG:md

Enclosure

cc: E. L. Hardt (Region 1)

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

October 21, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-205, Oregon City, N. 8.50 miles 21 65	ADT*	PRESENT 56,800	FUTURE 76,600 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Highway Lighting 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 205-7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Clackamas & Multnomah COS
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I — FEDERAL-AID I-205 (32) — STATE 64 (36) — U.S. (37) I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		I-205, Oregon City, N. 8.50 miles					
5					**ROW**							
5					**CONST** (CODE) Y030		"SE Foster Rd.-Oregon City Intchg. Section"	0.0	750,000	692,100	57,900	

CARD 1	CODE 1	PREPARED BY J.G.	PROJECT TOTALS	0.0	750,000 (19) (23)	692,100 (24) (33)	57,900	
9	14	PROGRAM APPROVAL DATES					REMARKS	

*ADT: Assumes I-205 completed. Based on Interim Transportation Plan for Portland.

REMARKS Additional Data: Item Nos
797; Project Nos. I-205-7(
& (28) respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

October 21, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

N. 8.50 miles	ADT*	PRESENT 56,800	FUTURE 76,600	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042	ITEM NO. 839

ATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
							I-	205-7	(32)	299	

COUNTY NAME: Clackamas & Multnomah 005 CODE 051

ROUTE NO. I — FEDERAL-AID: I-205 STATE: 64 U.S.: I-205

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
05, Oregon City, 8.50 miles						Highway Lighting (Linear & Interchange
E Foster Rd.-Oregon ty Intchg. Section"	0.0	750,000	692,100	57,900		ROW-215' min.; Access control-full; Parking restrictions-complete.
PROJECT TOTALS	0.0	750,000	692,100	57,900		

*ADT: Assumes I-205 completed. Based on Interim Transportation Plan for Portland.

REMARKS: Additional Data: Item Nos. 601, 657,699, & 797; Project Nos. I-205-7(14), (22), (24), & (28) respectively.

-Over-

USCOMM DUSCOMM-DC 48803-P61

S.E. FOSTER RD.-OREGON CITY INTERCHANGE SECTION

PROJECT NO. I205-7(32)299

REMARKS-Continued

Project Data: The project consists of installation of linear and interchange highway lighting.

Data for PR-37:

Clackamas County--------80%
Multnomah County--------20%

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2 & 3.

Form FHWA 121 (Rev. 5-73)

8356

13

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 20, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-205-7(-)
SE Foster-Lake Road Interchange
Illumination

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's October 15 letter requested Federal-aid participation in the replacement of 130 luminaires on 22 towers located in the Gladstone, Park Place, and Oregon City Interchanges as part of the subject project. Since the problems encountered with the existing luminaires are the result of design deficiencies which make servicing and maintenance extremely hazardous, the request is approved subject to a satisfactory resolution of an appropriate salvage value for the existing luminaires.

G K Hosner
for G. L. Green

RECEIVED
STATE HWY ENGR

OCT 21 '75

REFER TO
Hart

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Rubin

F 3-6

File BR 16147

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 16, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

S. E. Foster-Oregon City Section
E. Portland Freeway
Multnomah and Clackamas Cos.

Pursuant to the conversation about salvaging lighting units, including wood poles and bracket arms at the Lake Road Interchange and the high mast luminaires at the Gladstone Interchange, Park Place Interchange, and Oregon City Interchange on this project, we propose to handle the matter in the following manner:

1. We will specify that the lighting units, including luminaires, ballasts, bracket arms, switch boxes, control cabinet and wood light poles will remain the property of the State and be stockpiled at our maintenance yard at Milwaukie, Oregon.
2. We will credit the Federal-Aid project in the amount of money per each item as follows:

29 Wood Poles @ 13.50 ea.	$ 391.50
29 Bracket Arms @ 1.50 ea.	43.50
29 Luminaires and Ballasts @ 10.00 ea.	290.00
130 High Mast Luminaires @ 15.00 ea.	1,950.00
	$2,675.00

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

We believe the above manner set forth in handling this matter is in the public interest and request your approval for salvaging of this material.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

GJB/ag

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. G. Swenson
Ed Hardt

RECEIVED
STATE HWY ENGR
OCT 17'75
REFER TO
FOR
Info Invest R/D D/R Sign Act File

8357 Medical Springs Rock Prod. 1976
Proj. S.E. of Union on
Medical Springs Hwy.

8357 p

December 23, 1976

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On December 13, 1976, we wrote to you concerning release of final payment on Contract No. 8357 awarded to D Mc D Corp. for rock production on the Medical Springs Section of the Medical Springs Highway in Union County.

Final payment on this contract is $2,984.34 and the total contract amount is $59,659.44. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc D Mc D Corp.
"Z" Avenue
La Grande, OR 97850

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Medical Springs

WEEK ENDING: October 30, 1976

SECTION PREFIX: 131-8320

HIGHWAY: Medical Springs

COUNTY: Union

NAME OF JOB: Medical Springs Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: D Mc D Corp.

CONTRACT NUMBER: 8357

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 10, 1976

DATE WORK STARTED: June 22, 1976

ESTIMATED COMPLETION DATE: August 1, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: August 31, 1976

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 69,272.50

EXCLUSIVE OF ENGINEERING: $ 63,222.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,222.50

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . ____%

ENGINEERING AUTHORIZATION: $ 6,050.00

This week 428.00

ENGINEERING COST TO DATE: $ 4,736.00

PERCENT OF AUTHORIZATION . . . . . 78 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 18, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			10,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000 C.Y.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Showers			
TUESDAY	P/cloudy			
WEDNESDAY	P/cloudy			
THURSDAY	Clear			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

RECEIVED
NOV 1 1976
CONSTRUCTION SECTION

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region office Thursday of this week.

This will be the final report on this project.

SIGNED P. F. Burnett
P. F. Burnett, Res. Engr.
LOCATION Baker, OR

[illegible] RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8358 Lostine River (Wolfe) Br. 1976
Sec. S. of Wallowa
(Grade, base & structure)

C & A 5600 3-23-76

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wallowa County Court
Courthouse
Enterprise, OR 97824

Attention of Hon. Marion W. McCrae
Co. Judge

Request No. (assigned by staff engineer or head of section) CC 1853

Date July 12, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Lostine River (Wolfe) Bridge Section
FAS 32-106
Covered by Agreement #5600, dated 3/23/76

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		To be refunded to the County		$2,600.00
(Please forward copy of itemized statement to County with refund)				

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 532-1044-297
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 13,200.00	Submitted by: Harold Reynoldson
Is this a partial or final request for billing? Final	Approved: Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,600.00	Approved: Gerald Wimer Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 12, 1978

County Wallowa **Contract No.** 8358 **Date Completed** 11/29/76

FAS 32-106 **Section** Lostine River (Wolfe) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to the Contractor	(Fed.Part.)	$101,695.02
Engineering		11,133.27
		$112,828.29
Interest to Contractor	(non Part.)	$4.00
Engineering		$106.00
Federal Funds Collected	$96,772.82	

County Share of Construction Costs are as follows:

½($112,828.29 - $96,772.82 + 106.07) + $4.00 = $8,084.77

County advance deposit	$13,200.00
County share of construction	8,084.77
To be refunded to County	$ 5,115.23

Reference: **Billing Form** CC ~~1852~~ 1853
CC 1658
AD 196

Form A-[illegible]—5M—4-[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Wallowa County Court
Courthouse
Enterprise, OR 97828

This Space for Use of Accounting Division

Date July 12, 1978

Invoice No.

P. O. No.

ATTN: Hon. Marion W. McCrae
Co. Judge

Additional refund to Wallowa County for the Lostine Rive (Wolfe) Bridge. FAS 32-106

$2,515.23

Gerald Wimer
Gerald Wimer

Ref. CC ~~1852~~ 1853
CC 1658
AD 196

STATE COPY

B358

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-32-106(2)	2. COUNTY Wallowa	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved constructing roadbed embankment, stone base, and Bridge No. 16254 over the Lostine River. The bridge is 80 feet long and has a roadway width of 32 feet. All work was performed approximately 4 miles southerly of the town of Wallowa on the "Lostine River (Wolfe) Bridge Section" of FAS Route 32-106.

9-21-77
OA Keasey

RECEIVED
STATE HWY ENGR

5. CONTRACTOR'S NAME Douglas S. Coats Const.	6. CONTRACT AMOUNT $ 105,321.25

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) D. Keasey

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
SEP 20 1977
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 38 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
2010	0.1326	32'	X081	.015

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY R. A. Nichols, Area Engr.	11. DATE OF INSPECTION 2-24-77
12. IN COMPANY WITH J. H. Schieski, Res. Engr., OSHD	

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE D. B. Carter D. B. Carter		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engr.	15. DATE 9-20-77	17. TITLE District Engr.	18. DATE 9-20-77

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8358

February 11, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 3, 1977, we wrote to you concerning release of final payment on Contract No. 8358 awarded to Douglas S. Coats Construction for work on the Lostine River (Wolfe) Bridge Section of FAS 32-106 in Wallowa County.

Final payment on this contract is $500.00 and the total contract amount is $101,695.02. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8358 FINAL Report # 16 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lostine River (Wolfe) Br.

WEEK ENDING: December 3, 1976

SECTION PREFIX: 532-1044

HIGHWAY: FAS 32-106

COUNTY: Wallowa

NAME OF JOB: Lostine River (Wolfe) Bridge

KIND OF WORK: Grading, Base & Structure

CONTRACTOR: Douglas Coats Construction Co.

CONTRACT NUMBER: 8358

FEDERAL AID PROJECT NUMBER: RS 32-106(2)

DATE OF CONTRACT: May 18, 1976

DATE WORK STARTED: August 11, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 125

CALENDAR DAYS USED 120

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 96

PROJECT AUTHORIZATION $ 120,107.12

EXCLUSIVE OF ENGINEERING $ 110,583.21

ENGINEERING AUTHORIZATION $ 9,523.91

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ ~~110,583.21~~ 101,639.13

ENGINEERING COST TO DATE $ 9,594.77

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 8.1 %

PERCENT OF AUTHORIZATION 100.7 %

DATE PROJECT WAS COMPLETED Nov. 29, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16251						
PERCENT	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	28	Clear, cold	1		
MONDAY	29	Fair, cold	1		Completion date
TUESDAY	30	Clear, cold	0		
WEDNESDAY	1	Ptly cldy, cold	0		
THURSDAY	2	Fair, cold	0		
FRIDAY	3	Ptly cldy, cold	0		
SATURDAY	27	Ptldy cldy, cold	1		

RECEIVED
[illegible] 1976
CONSTRUCTION SECTION
Kelsey Bond Richmond Harwood Johnsen Walker Rodine Richards Glenn Berg

BM

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No activity
MONDAY 29	No activity - Completion date
TUESDAY 30	No activity
WEDNESDAY 1	Final inspection today with Dale Allen, Verne Russell, Doug Coats & Joe Schlieski.
THURSDAY 2	Submitted estimate # 4 with final quantities. Final quantity data submitted for prechecking.
FRIDAY 3	Completed removing equipment from project.
SATURDAY 27	No activity

REMARKS

STATUS: Completion date 11-29-76
Estimate # 4 submitted 12-2-76 with final quantities.
Final quantity data submitted 12-2-76 to final payments.

Final weekly report.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Wallowa
AD 196 formerly 106
now B634

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention of Mr. Vern Russell
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1658

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction — Advance Deposit $13,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Lostine River (Wolfe) Bridge Section, FAS 32-106		10,600.00
		Covered by agreement dated May 30, 1975		
		To be retained		$ 2,600.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $13,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
532-1044-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N. Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be [illegible] a payment, an addition [illegible]

#73-78

V. E. Skoog
Controller - Finance

September 1, 1976

L. W. Rulien
Program Management Engineer

Final Voucher Submission

On the following list of preliminary engineering projects, contracts have been awarded for the construction of the projects, therefore, would you please take the necessary action for submission of final vouchers on these projects.

F-121(3)	Tongue Point-Fern Hill Section
RF-DP-29(20)	Slater Cr.-Mystic Cr. Section
RF-182(6)	Forest Boundary-Little Beech Cr. Section
RF-14(17)	Sage Hen Hill-Hines Section
US-265(11)	Airport Rd.-Lancaster Drive Section
M-944(1)	N. Oswego Ave.-N. Burr Ave. Section
SU-592(2)	S. Tigard Intchge.-Boones Ferry Rd. Section
S-596(1)	S. Coos River (Landrith) Bridge Section
RS-605(1)	Old Hwy. 101-Rose Lodge Section
S-390(3)	N. Santiam River (Greens) Bridge Section
RS-561(2)	Decker Road-Jackknife Cr. Section
RS-32-106(1)	Lostine River (Wolfe) Bridge

CL:md

832[illegible]

STATE COPY

1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State: Oregon County: Wallowa Project No.: RS-32-106(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 2[illegible].S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 3.0 mi. S.E. of Wallowa

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-13-76	0.05
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 120,107	$ 93,911

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator 6-3-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 28, 1976

Federal-Aid Project
No. RS-32-106(2)

Lostine River (Wolfe) Bridge Section
FAS 32-106
Wallowa County

Project Agreement Estimate.

Type Code X081
Structure Bridge No. 16254 (Sta. 8+00 to Sta. 12+80)

Clearing and Grubbing	All Required		$ 2,000.00
Removal of Structures and Obstructions	All Required		1,500.00
Embankment in Place	1,495 cu.yds.	2.75	4,111.25
Finishing Roadbed and Slopes	0.13 mile	500.00	65.00
Watering	50 M-gals.	6.00	300.00
Hauling and Placing 3/4"-0 Aggregate Base	300 cu.yds.	3.00	900.00
Hauling and Placing Grid Rolled Aggregate Base	1,250 cu.yds.	3.50	4,375.00
24-inch Culvert Pipe	6 lin.ft.	20.00	120.00
Guard Rail, Type 2A	200 lin.ft.	9.00	1,800.00
Guard Rail Anchors, Type 1	4 only	250.00	1,000.00
Rail End Pieces, Type C	4 only	125.00	500.00
Loose Riprap, Class 700	405 cu.yds.	7.00	2,835.00
Filter Blanket	50 cu.yds.	7.00	350.00

Structure (80 feet long)

Bridge Removal Work	All Required		5,000.00
Structure Excavation	935 cu.yds.	7.00	6,545.00
Structure Excavation Below Elevation Shown	80 cu.yds.	1.00	80.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structural Concrete, Class 3300 (155 lbs.)	All Required		21,390.00
80'/85' Prestressed Tee Beams	5 only	7,300.00	36,500.00
Reinforcement (27,500 lbs.)	All Required		8,250.00
Metal Rail	150 lin.ft.	18.00	2,700.00
			$105,321.25

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 500.00
	Subtotal	$105,821.25
	Engineering	14,285.75
	Total	$120,107.00

Length of Structure . . . . 0.015 Mile

Federal Funds	$ 93,911.00
State Funds	13,098.00
County Funds	13,098.00
Total	$120,107.00

Group 1	100%
Contract No.	8358
Prefix No.	532-1044

fas 32-106
Wallowa Co

May 3, 1976

Wallowa County Court
Courthouse
Enterprise, OR 97828

Att: Mr. Vern Russell
Director of Public Works

Gentlemen:

On April 29, 1976, a satisfactory bid was received from the Douglas S. Coats Construction, Rt. 2 Box 1620, Bend Oregon 97701, for the Lostine River (Wolfe) Bridge Section, FAS 32-106. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid items	$105,321.25
Temp. erosion control	500,00
4½% Contingencies	4,761.96
9% Engineering	9,523.91
Estimated total cost	$120,107.12 ✓

County's Advance Deposit:
11% of $120,107.12 = $13,211.78 or say $13,200.00

Please make this advance deposit in the amount of $13,200.00 payable by check or warrant to the Oregon Transportation Commission and forward it to the Highway Division, Region 5 Office in LaGrande, Attention Roger Lang.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Project Development Engineer

HR:dp

bc: Roger Lang-Would you please forward this advance deposit to our Finance Section along with a copy of the attached Advance Deposit forms. Also inform Project Management so the contract can be awarded.

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #19 - WALLOWA COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LOSTINE RIVER (WOLFE) BRIDGE SECTION
FAS 32-106, APPROX. 2 MI. S OF WALLOWA

DATE: APRIL 29, 1976

PAGE 1

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Clearing and Grubbing	1			[illegible]
	L.S.	Removal of Structures and Obstructions	2	[illegible]		[illegible]
1,495	C.Y.	Embankment in Place	3	[illegible]	[illegible]	5
.13	Mile	Finishing Roadbed and Slopes	4	[illegible]	[illegible]	[illegible]
50	M-gals.	Watering	5	6	[illegible]	5
300	C.Y.	Hauling and Placing 3/4" - 0 Aggregate Base	6	3	[illegible]	4
1,250	C.Y.	Hauling and Placing Grid-Rolled Aggregate Base	7	[illegible]	[illegible]	5
6	L.F.	24-inch Culvert Pipe	8	20	[illegible]	20
200	L.F.	Guard Rail, Type 2A	9	9	[illegible]	16
4	Only	Guard Rail Anchors, Type 1	10	[illegible]	[illegible]	[illegible]
4	Only	Rail End Pieces, Type C	11	[illegible]	100	200
405	C.Y.	Loose Riprap, Class 700	12	[illegible]	5	15
50	C.Y.	Filter Blanket	13	7	7	20
	L.S.	STRUCTURE Bridge Removal Work	14	[illegible]	[illegible]	6000
935	C.Y.	Structure Excavation	15	7	[illegible]	8
80	C.Y.	Structure Excavation Below Elevations Shown	16	1	[illegible]	15
	L.S.	Shoring, Cribbing, Etc.	17	[illegible]	[illegible]	[illegible]
	L.S.	Structural Concrete, Class 3300	18	[illegible]	[illegible]	[illegible]

® SAFECO Insurance Company of America, registered trademark owner.

PROJECT NO.: #19 - LOSTINE RIVER (WOLFE) BRIDGE SECTION, FAS 32-106, APPROX., ETC. PAGE: 2 of 2

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
5	Only	80'/85' Prestressed Tee Beams	19	[illegible]	[illegible]	[illegible]
	L.S.	Reinforcement	20	[illegible]	[illegible]	[illegible]
150	L.F.	Metal Rail	21	[illegible]	[illegible]	[illegible]
					[illegible]	
						[illegible]

106,756.25
500.00
107,356.25
53
26.
4 8
9668.06
1½%
9%
121,780.84
11%
#13,395.89

#134.00

S-403a 5/72

PRINTED IN U.S.A.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #19 - WALLOWA COUNTY FAS-C

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LOSTINE RIVER (WOLFE) BRIDGE SECTION
FAS 32-106, APPROX. 2 MI. S OF WALLOWA

DATE: APRIL 29, 1976

PAGE 1

Ross Bros. Salem $159,195
Bernhardt & Platt " 193,280
Vellom Cont " 142,470

1. Doug. Coates Bend 106,756^{25}
2. Weaver Const Union 127,379^{45}
3. Hamilton Const Spring. 141,550

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Clearing and Grubbing	1	2,000	75-	1,000
	L.S.	Removal of Structures and Obstructions	2	1,500	75-	500
1,495	C.Y.	Embankment in Place	3	2^{75}	3^{61}	5-
.13	Mile	Finishing Roadbed and Slopes	4	500	6,000	10,000
50	M-gals.	Watering	5	6-	10-	5-
300	C.Y.	Base Hauling and Placing 3/4" - 0 Aggregate	6	3-	3^{10}	4-
1,250	C.Y.	gate Base Hauling and Placing Grid-Rolled Aggre-	7	3^{50}	3^{61}	5-
6	L.F.	24-inch Culvert Pipe	8	20-	10-	20-
200	L.F.	Guard Rail, Type 2A	9	9-	10-	16-
4	Only	Guard Rail Anchors, Type 1	10	250	300	450
4	Only	Rail End Pieces, Type C	11	125	100	200
405	C.Y.	Loose Riprap, Class 700	12	7-	8-	15-
50	C.Y.	Filter Blanket	13	7-	3-	20-
	L.S.	STRUCTURE Bridge Removal Work	14	5,000	16,000	6,000
935	C.Y.	Structure Excavation	15	7-	6-	8-
80	C.Y.	Shown Structure Excavation Below Elevations	16	1-	10-	15-
	L.S.	Shoring, Cribbing, Etc.	17	5,000	6,000	9,000
	L.S.	Structural Concrete, Class 3300	18	21,390	23,000	25,000

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PRINTED IN U.S.A.

PROJECT NO.: #19 - LOSTINE RIVER (WOLFE) BRIDGE SECTION, FAS 32-106, APPROX., ETC. PAGE: 2 of 2

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
5	Only 80'/85' Prestressed Tee Beams	19	7,300	9,000	9,000
	L.S. Reinforcement	20	8,250	7,900	13,000
150	L.F. Metal Rail	21	18 –	25 –	26 –

S-403a 5/72

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LOSTINE RIVER (WOLFE) BRIDGE SECTION

FAS 32-106 HIGHWAY

WALLOWA COUNTY

FAP. RS-32-106(2)
780 Feet Grading, Base and Structure — Bids Received April 29, 1976

ROADWORK

1.	Clearing and Grubbing	All Specified		$ 500.00
2.	Removal of Structures and Obstructions	All Specified		500.00
3.	Embankment in Place	1,495 cu.yds.	2.50	3,737.50
4.	Finishing Roadbed and Slopes	0.13 mile	2,300.00	299.00
5.	Watering	50 M-gals.	10.00	500.00
6.	Hauling and Placing 3/4" - 0 Aggregate Base	300 cu.yds.	4.00	1,200.00
7.	Hauling and Placing Grid-Rolled Aggregate Base	1,250 cu.yds.	3.75	4,687.50
8.	24-inch Culvert Pipe	6 lin.ft.	20.00	120.00
9.	Guard Rail, Type 2A	200 lin.ft.	10.00	2,000.00
10.	Guard Rail Anchors, Type 1	4 only	350.00	1,400.00
11.	Rail End Pieces, Type C	4 only	130.00	520.00
12.	Loose Riprap, Class 700	405 cu.yds.	15.00	6,075.00
13.	Filter Blanket	50 cu.yds.	10.00	500.00

STRUCTURE

14.	Bridge Removal Work	All Specified		8,000.00
15.	Structure Excavation	935 cu.yds.	10.00	9,350.00
16.	Structure Excavation Below Elevations Shown	80 cu.yds.	12.00	960.00
17.	Shoring, Cribbing, Etc.	All Specified		4,000.00
18.	Structural Concrete, Class 3300	All Required		27,125.00
19.	80'/85' Prestressed Tee Beams	5 only	5,600.00	28,000.00
20.	Reinforcement	All Specified		8,250.00
21.	Metal Rail	150 lin.ft.	35.00	5,250.00
		For Comparison of Bids		$112,974.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$112,974.00
Anticipated Additional Items:		
Temporary Erosion Control	500.00	500.00
		$113,474.00
Contingencies (4-1/2%)		5,106.33
Engineering (9%)		10,212.66
Estimated Net Authorization, Constr.		$128,792.99

[illegible] E 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 19

Summary of Bids Received and Construction Authorization

Project LOSTINE RIVER (WOLFE) BRIDGE SECTION

Highway FAS 32-106 HIGHWAY

County WALLOWA

F.A. Project No. RS 106002

Engineer's Estimate 112,974.00

Date Bids Received 04/29/76

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID	
01	DOUGLAS S COATS CONSTRUCTION BEND 97701	105,321.25	
02	WEAVER CONSTRUCTION CO UNION 97883	127,379.45	
03	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	141,550.00	
04	VELAM CONTRACTING CORPORATION SALEM 97303	142,470.00	
05	ROSS BROS CONSTRUCTION INC SALEM	159,195.00	
06	BARNHARDT & PLATT INC SALEM 97308	193,280.00	*

*Bidder will not accept award of more than two contracts at this letting.

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 105,321.25

Additional anticipated items:

TEMPORARY EROSION CONTROL 500.00

ENGINEER'S RECOMMENDATION

03	HAMILTON CONSTRUCTION CO SPRINGFIELD	97477	141,550.00	
04	VELAM CONTRACTING CORPORATION SALEM	97303	142,470.00	
05	ROSS BROS CONSTRUCTION INC SALEM		159,195.00	
06	BARNHARDT & PLATT INC SALEM	97308	193,280.00	*

*Bidder will not accept award of more than two contracts at this letting.

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $	105,321.25
Additional anticipated items:	
TEMPORARY EROSION CONTROL	500.00
Subtotal . . . . $	105,821.25
	4,761.96
Contingencies and engineering	9,523.91
Subtotal . . . . $	120,107.12
Credit for maintenance rock	.00
Net construction authorization . . . . $	120,107.12

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

8338

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 3

April 19, 1976

FROM: F. B. Klaboe
Administrator and State
Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29 Bid Letting

TO:
F I L E

Bids will be opened April 29 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Unity Rock Production Project
   John Day Highway, Baker County

   Rock production project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garden Valley Blvd Interchange
   Pacific Highway, Douglas County

   Grade and pave project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   10-foot shoulders are to be provided.

3. Condon Rock Production Project
   John Day Highway, Gilliam County

   Rock production project

   Same as No. 1

4. Pine Creek Road-Beede Reservoir Section
   Central Oregon Highway, Harney County

   Grading and paving project

   Same as No. 2 except that 6-foot shoulders (4-foot shoulders on double climbing lanes) are to be provided.

5. White City-Linn Road Section
   Crater Lake Highway, Jackson County

   Grading and paving project

   6-foot Class III bikeway will be provided.

6. Little Butte Creek Bridge Section
   Agate Road, Jackson County

   Structure

   Same as No. 2 except that 30-foot 6-inch roadway will be provided.

7. Warner Rock Production Project
   Lake County

   Rock production project

   Same as No. 1.

8. Salmon River Highway at Slick Rock Road Section
   Salmon River Highway, Lincoln County

   Grade and pave project
   Left-turn refuge

   Same as No. 2 except 4-foot shoulders will be provided.

9. DeFord Creek Bridge Section
   FAS 124, Linn County

   Grade, pave and structure

   Same as No. 2 except that 8-foot shoulders on approaches and 41-foot 5-inch roadway on structure will be provided.

10. Malheur River (Russell) Bridge Section
FAP RS-23-122(1), Malheur County

Structure

Same as No. 2 except that 27-foot 5-inch roadway will be provided.

11. Lancaster Drive at State Street Section
FAUS 1615, Marion County

Signals

Same as No. 1.

12. Heppner Rock Production Project
Wasco-Heppner Highway, Morrow County

Rock production project

Same as No. 1.

13. SW Taylors Ferry Road-Lewis & Clark Law School Bikeway Section
Terwilliger Blvd (Portland), Multnomah County

Grading and paving bikeway project

9-foot Class II bikeway to be constructed.

14. West Portland Park and Ride Station
Pacific Highway West, Multnomah County

Building with parking lots and incidental drives and approaches

Sidewalks, ramps and bicycle racks to be provided.

15. N. Oswego Avenue-N. Burr Avenue (Portland) Section
N. Columbia Blvd (Portland), Multnomah County

Grade and pave project

8-foot Class II bikeway to be provided.

16. NE Union Avenue-NE 82nd Avenue Section
Columbia River Highway, Multnomah County

Headlight glare shield installation

Same as No. 1.

17. SE Foster Road-Oregon City Interchange Section
East Portland Freeway, Multnomah & Clackamas Counties

Illumination project

Same as No. 1.

18. Medical Springs Rock Production Project
Medical Springs Highway, Union County

Rock production project

Same as No. 1.

19. Lostine River (Wolfe) Bridge Section
FAS 32-106, Wallowa County

Structure

Same as No. 2 except 32-foot roadway will be provided.

DES:mc

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

8351 4-1[illegible] file 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F[illegible]2-106(1)

STATE PROJECT NO. Lostine River (Wolfe) Br.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-61

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/15/75

FEDERAL ROUTE NUMBER Secondary Route 32-106

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

County Road approximately 3.0 miles SE of Wallowa.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7/24/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/13/76 letter you are authorized to proceed with the work as shown above.

DATE 4/15/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-555

8358

PRO 6-2

April 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ʼINAL SIGNED BY
D. E. SWAN

FROM for C. W. Rulien
Project Management Engineer

SUBJECT Project No. RS-32-106(1)
Lostine River (Wolfe) Bridge Section
Wallowa County

We hereby request authorization, effective December 15, 1975 to proceed with the P.S. & E. preparation phase of preliminary engineering on the subject project at an estimated total cost of $1,000 with an obligation of $727 in Federal funds.

The project assessment was concurred in under your memo of December 15, 1975. However, at that time we inadvertently overlooked submitting a request to proceed with the preliminary engineering necessary for P.S. & E. preparation.

CL:md

cc: D. E. Swan
H. Reynoldson

8-3-8 18

March 23, 1976

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attn: Marjorie Martin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5610

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Lostine River (Wolfe) Bridge Section of the Baker Road (FAS 32-106) in Wallowa County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

5358

FAS 32-106

All Clear 32-24-76
DLT

ENVIRONMENTAL REVIEW

Section Lostine River (Wolfe) Br
Highway FAS 32-106
County Wallowa
Type of Work S
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A Project Assessment Only - Ore State Wildlife Comm has a restrictive date when work should be done - Mar 1 to Aug 15 - This should come out in the Div State Lands Permit

NEGATIVE DECLARATION: -

FISH COMMISSION: Thru DSL

WILDLIFE COMMISSION: Thru DSL

DIVISION OF STATE LANDS: Yes, special Conditions are in the job specifications.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No permit req'd - Mandatory Source but material is stockpiled there & will only be hauled away

OTHER: CORPS OF ENGINEERS PERMIT: Not req'd if work done prior to 7-1-77

fao 32-106
Wallowa Co

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -32-106(2)

STATE PROJECT NO.: See below

COUNTY NAME: Wallowa

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
2-13-76

PROGRAM NO.:

ITEM NO.: RS-88

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 2/13/76	DATE AUTHORIZATION EFFECTIVE 2/13/76	FEDERAL ROUTE NUMBER Secondary Route 32-106 STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Lostine River (Wolfe) Bridge Section"
County road approximately 3.0 miles SE of Wallowa.

RECEIVED
COUNTY & CITY SECTION
FEB 1[illegible] 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

GENERAL DESCRIPTION OF WORK:

Construct one bridge (X081)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/13/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $130,000, Federal funds $101,600 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 2/13/76	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2/13/76
BY (Signature): L. W. Rulien's 2/5/76 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
88	RS-32-106(2)	0.05	130,000	101,600	**Location** Lostine River (Wolfe) Bridge Section Wallowa County State of Oregon **Work** One Structure

RECEIVED
COUNTY & CITY SECTION
FEB 13 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

REMARKS (Division)

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 2/13/76
SIGNATURE AND TITLE: G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

GPO 915.690

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W. O.	February 5, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	ADT FUTURE	YEAR	REGION	STATE NAME
2	1	Co. Rd. approx. 3.0 mi. S.E. of Wallowa	100 DHY-15	150	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	One Bridge								RS-	32-106

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Rural Secondary	Wallowa	063

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	S	32-106	Co. Rd.	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081		"Lostin River (Wolfe) Bridge Section"	0.05	130,000	101,600	14,200	14,200 (Co.)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.05	130,000	101,600	14,200	14,200 (Co.)

PROGRAM APPROVAL DATES

FEB 13 1976

FHWA OREGON DIVISION

REMARKS

Additional Data: Item No. 61

RECEIV
COUNTY & CITY S
FEB 19 197
☐ ENGR. ☐ COOR. ☐ OE
☐ UPE ☐ LE ☐ RE ☐

-OVE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

(typewriter spaces)

x. 3.0 mi. S.E. of Wallowa

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	100 DHY-15	150	96	10	Oregon	41	075	88

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
							RS-	32-106	(2)		

Rural Secondary

COUNTY NAME	CODE
Wallowa	063

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	32-106	Co. Rd.	---

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"Lostin River (Wolfe) Bridge Section"	0.05	130,000	101,600	14,200	14,200 (Co.)	ROW-60' normal; Access control-none; Parking Restrictions; None
PROJECT TOTALS	0.05	130,000	101,600	14,200	14,200 (Co.)	

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS
Additional Data: Item No. 61; Project No.
RS-32-106(1).

-OVER-

LOSTINE RIVER (WOLFE) BRIDGE SECTION

PROJECT NO. RS-32-106(2)

Project Data: The work,on existing alignment, consists of (1) remove (dismantle) existing structure and stock pile it at site for County; (2) construct one prestressed concrete beam bridge (Bridge No. 16254) 80 feet long with 32-foot horizontal clearance; (3) grade, drain and low-type surface a 32-foot approach roadway, at both ends of the bridge, to accommodate two 12-foot travel lanes with 4-foot shoulders; (4) furnish and install guardrail; (5) place riprap; (6) incidental work common to this type of project.

NOTE: County to sign and maintain detour.

IM 50-1-70 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 approval letters dated January 14, 1976 and December 19, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 15, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- None required under Oregon Action Plan (Category 3 project).
(b) Location/Design --- Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer
ORIGINAL SIGNED BY
L. W. RULIEN

SUBJECT Program Data Submission
Project No. RS-32-106(2)

We are submitting program data for one project, Item No. 88, Project No. RS-32-106(2), "Lostine River (Wolfe) Bridge Section", we desire to have included in the Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to recieve bids for this project on March 25, 1976.

One copy each of State Clearinghouse and District 13 Clearinghouse A-95 letters of approval were forwarded previously.

JG:rw

cc: W. E. Schwartz (Region 5)
D. E. Swan (2)

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. February 5, 1976

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. approx. 3.0 mi. S.E. of Wallowa 65	ADT	PRESENT 100 DHY-15	FUTURE (66) 150 (70)	YEAR (71) 96 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 32-106

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Wallowa			CODE 063 (14) (16)
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID 32-106 (32)	STATE Co. Rd. (36)	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X081		"Lostin River (Wolfe) Bridge Section"	0.05	130,000	101,600	14,200	14,200 (Co.)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.05	130,000 (18) (23)	101,600 (24) (33)	14,200	14,200 (Co.)
1	14	PROGRAM APPROVAL DATES										

REMARKS

Additional Data: Item No. 61;

-OVER-

ORM PR-1
EV. 4-61

FEDERAL-AID PROGRAM DATA

February 5, 1976

S.E. of Wallowa	**ADT**	PRESENT 100 DHY-15	FUTURE 150	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 88

							PROJECT NUMBER			I. Projects Only	
	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
							RS-	32-106	(2)		

ondary	COUNTY NAME Wallowa			CODE 063	PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO. S	FEDERAL-AID 32-106	STATE Co. Rd.	U.S.	

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
River (Wolfe) Section"	0.05	130,000	101,600	14,200	14,200 (Co.)	ROW-60' normal; Access control-none; Parking Restrictions; None
PROJECT TOTALS	0.05	130,000	101,600	14,200	14,200 (Co.)	

REMARKS

Additional Data: Item No. 61; Project No. RS-32-106(1).

-OVER-

LOSTINE RIVER (WOLFE) BRIDGE SECTION

PROJECT NO. RS-32-106(2)

Project Data: The work,on existing alignment, consists of (1) remove (dismantle) existing structure and stock pile it at site for County; (2) construct one prestressed concrete beam bridge (Bridge No. 16254) 80 feet long with 32-foot horizontal clearance; (3) grade, drain and low-type surface a 32-foot approach roadway, at both ends of the bridge, to accommodate two 12-foot travel lanes with 4-foot shoulders; (4) furnish and install guardrail; (5) place riprap; (6) incidental work common to this type of project.

NOTE: County to sign and maintain detour.

IM 50-1-70 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 approval letters dated January 14, 1976 and December 19, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 15, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- None required under Oregon Action Plan (Category 3 project).
(b) Location/Design --- Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

8321

February 5, 1976

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PHRS No.
88	RS-32-106(2)	Lostine River (Wolfe) Bridge #7512-2-690

Encl.

JLG:re

cc: G. L. Green (FHWA)
D. E. Swan

FAS 32-106
Wallowa

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS·32-106(
Project Name LOSTINE RIVER (WOLFE) BRIDGE

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this 5th day of Feb., 1976

County of Wallowa

County Judge/Chairman

Wm M DeGroft
Commissioner

Absent
Commissioner

c.c. J. H. Versteeg
Walt Hart
Co-City

Instructions: Complete A or B and C.
R/W File No. ____________

PERMIT OF ENTRY

File No. ______________________

Name ______________________

Lostine River (Wolfe) Bridge Section

FAS 32-106 (Baker Road) Highway

Wallowa County

Wallowa County
Wallowa County Court House
Enterprise, Oregon 97828

Gentlemen:

In order to permit Wallowa County to proceed with the construction of the Lostine River (Wolfe) Bridge Section of FAS 32-106 (Baker Road) Highway, the undersigned does hereby grant the County, its agents, or contractors, the right to enter upon the real property shown in red on Exhibit "A" attached, containing 0.15 acres, more or less.

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is further understood the undersigned, having been informed that they are entitled to just compensation, will donate to Wallowa County, a permanent slope easement over the property shown on Exhibit "A". The consideration will be the mutual benefit derived by all parties concerned from the new construction.

It is further understood that Wallowa County will prepare a formal document of this permanent easement for our signature on or before August 1 1976.

We certify that we are the fee simple owners of the aforesaid property.

Bill Wolfe Ranches Inc.
Bill Wolfe Pres
(Signature)

____
(Signature)

Dated this 3rd day of February, 1976.

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LOSTINE RIVER (WOLFÈ) BRIDGE SEC. F.A.S. 32-106 (BAKER RD) WALLOWA COUNTY				SHEET No. 2
FED. ROAD DIV.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

(In Pl.)

Pip
24" Cu. ert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Galv. Iron Or Steel, 0.64" Thick

l Slopes

-200'(Type 2A)(Total)
rs-4(Type 1)(Total)
eces-4(Type C)(Total)
126A & 2126B)

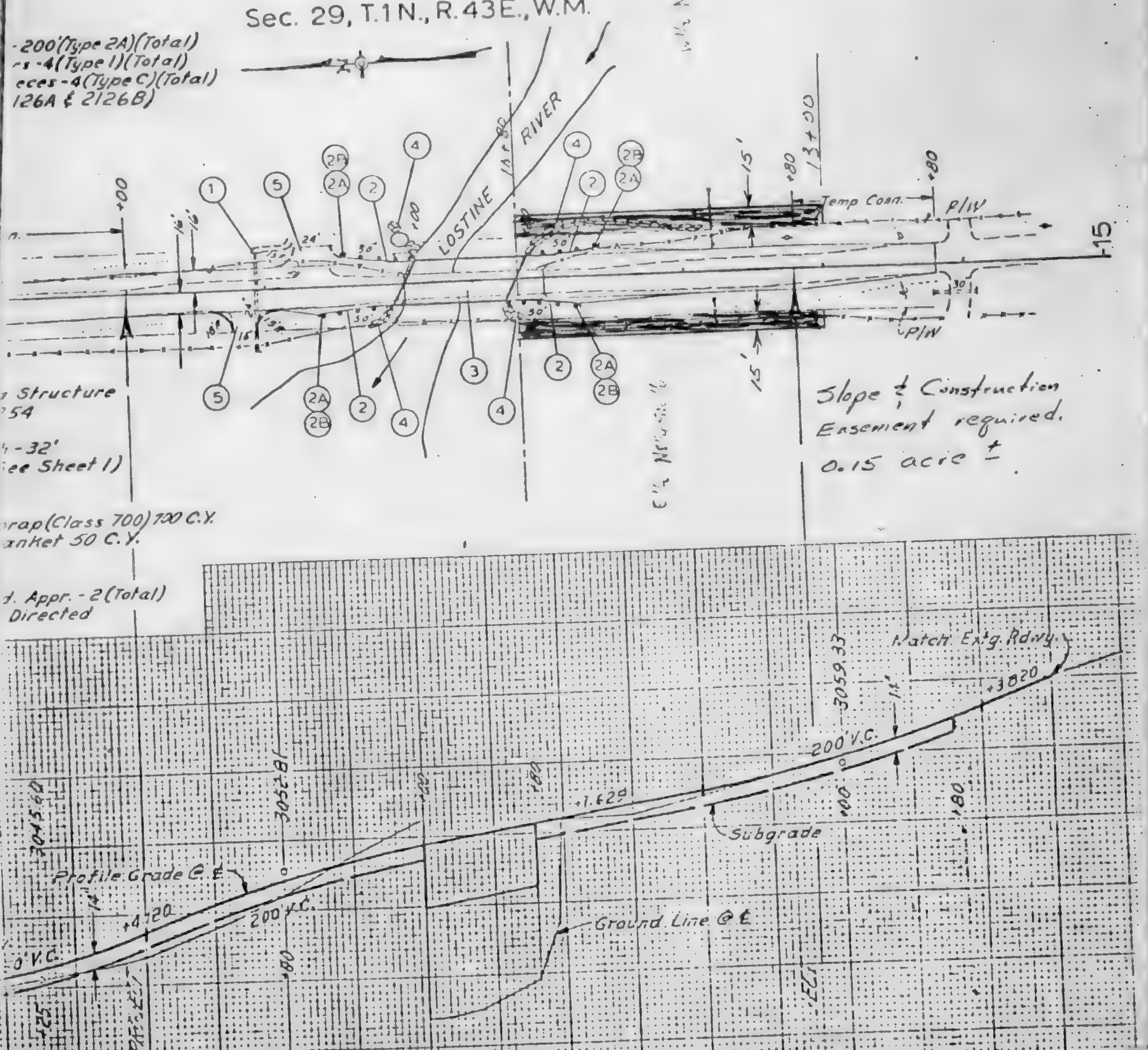
a Structure
54

-32'
ee Sheet 1)

rap (Class 700) 700 C.Y.
anket 50 C.Y.

d. Appr. - 2 (Total)
Directed

Sec. 29, T.1N., R.43E., W.M.



fas [illegible] 106
Wallowa Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 29, 1976

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Lostine River (Wolfe) Bridge Section
FAS 32-106 (Baker Road)
Wallowa County

TO: W. E. Schwartz
Region V Engineer

As Dale Allen suggested in our telephone conversation, we are proceeding to determine if by lowering the grade and steepening the slope by use of riprap or gabions construction can be contained within the existing 60' right of way.

If we are unable to do so it will be necessary to build some sort of wall, gabion or otherwise to contain the slopes within the right of way.

The slopes as presently designed cannot be contained in the present right of way even though Mr. Schlieski and the county maintain it is possible.

FET:az
cc: D. Harwell
B. Cole

Prange

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 32-106
Wallowa Co

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. RS 32-106

Project Name Lostine River (Wolfe) Br. Sec.
Baker Rd, FAS 32-106

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
COUNTY & CITY SECTION
JAN 27 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Signed at Enterprise, Oregon,
this 23rd day of January, 1976.

County of Wallowa

County Judge/Chairman

Commissioner

Marion W. McCrae
Commissioner

Copy to:- Project Mgt. (Co-City) ✓
J. W. Verstoeg
Walt Hart

R/W File No. ______
6/23/75

fas 32-106
Wallowa Co

Yellow Copy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem

January 16, 1976

Harold Reynolds

FROM: Robert H. Prange
for Rural Engineer

SUBJECT: FAS Program Request
FAS 32-106

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project # RS-32-106(1)

County: Wallowa Section: Lostine River (Wolfe) Bridge

Termini: Approximately 3½ miles southeasterly of the City of Wallowa
Also 0.5 mile north of the junction with FAP-7

Proposed Work: Bridge and approaches

Project Length: Approximately 750 feet

Cost	Total	Federal	State	County
	$140,000	109,200	15,400	15,400

Existing Facilities: Bridge is a steel pony truss 80 feet long with a 16-foot roadway

Adjacent Sections: North End)
- 16-foot gravel surface roadway
South End)

Project Data: Construct a reinforced concrete bridge 80 feet long with a 32-foot roadway. Contractor will construct the approaches and connections, sign for project, install guardrail, place riprap and remove and stack pile existing bridge at site for the County.

State to make survey, test for footings, make up plans and award contract.

County is to construct and maintain the detour and will close road to through traffic

Br.#16254

Right-of-Way: 60 feet
(Temp. easement for detour)

Access Control: None

Railroad Crossing: None

Minimum Design Standards: No deviation from standards

System Action: Completed

Route Data: This is a farm to market road and is a school bus and mail route

Public Hearing: Not required

Environmental Assessment: 12/23/75

Park and Recreation Area Affected: No

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse approved:

Council of Governments:

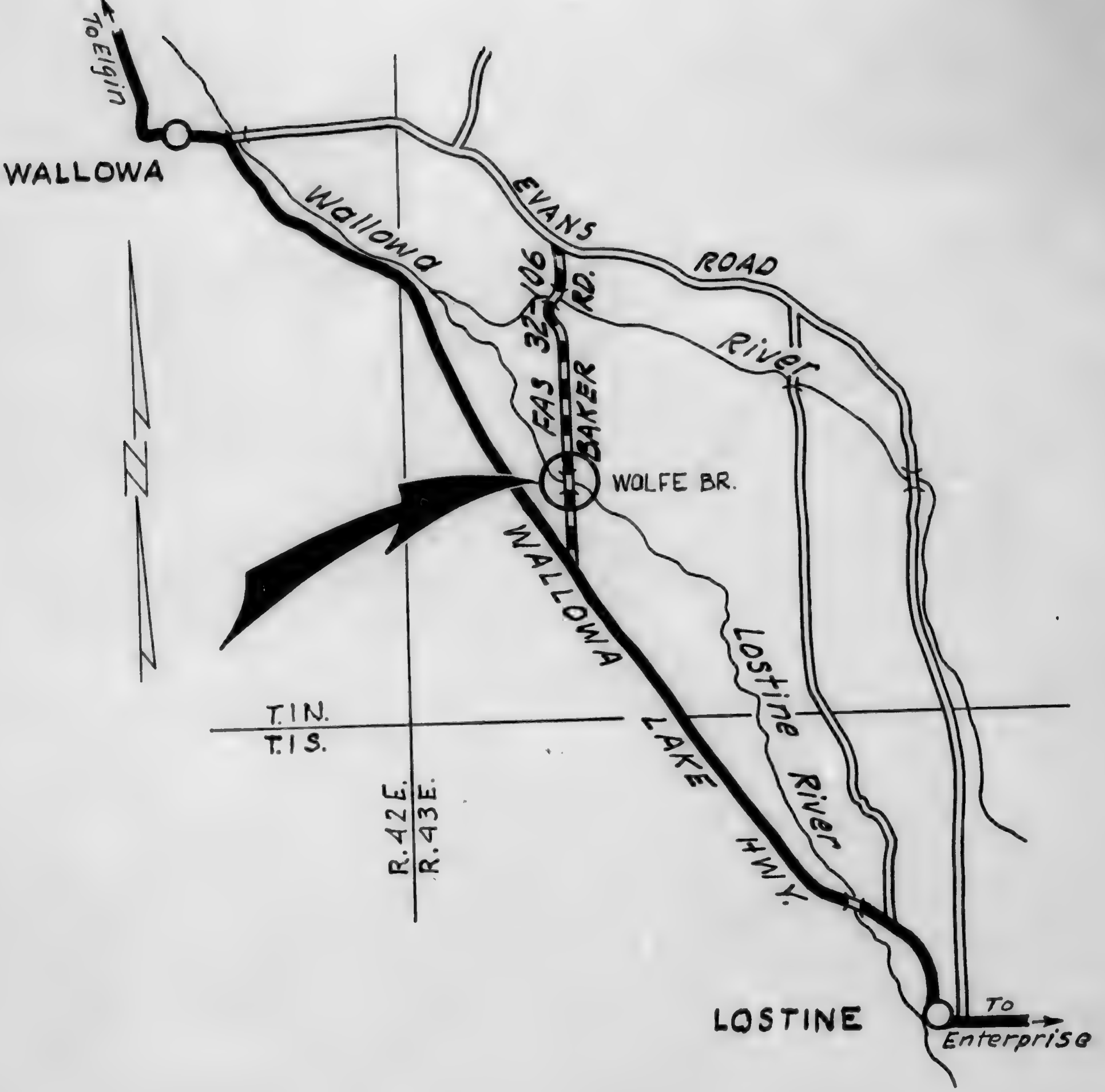
U.S. Army:

Approved by D.O.T.: 5/30/75

ADT:	DHV:
1975--100	1975--15
1995--150	1995--20

RH:dp

Attachments



LOSTINE RIV. (WOLFE) BR.

BAKER ROAD **FAS 32-106**

Wallowa County

fas 32-106
Wallowa Co

January 13, 1976
(date)

Mr. Verne Russell
Wallowa County Public Works Director
Courthouse
Enterprise, OR 97828

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Baker Road, FAS 32-106

Section Lostine River (Wolfe) Bridge Section: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

15 JAN 1976
(date)

By Claude H. Hall

By Marion W. McCrae
Commissioner

By Wm M DeGroff
Commissioner

cc: Proj Mgr,
D. Rilinger

8358

FAS 32-106

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 6, 1976

In reply refer to: 1041DA.5

SUBJECT: Lostine River (Wolfe) Bridge Section
FAS 32-106 (Baker Road)
Wallowa County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Versteeg's December 22, 1975 letter concerning a borrow source for the subject project.

We concur that it is in the public interest to specify the county source located about one mile north of this project as a mandatory source for grid roll base and aggregate wearing course aggregates for the following reasons:

1. There are no developed private sources within a reasonable distance of the project and opening a new source for the small quantity is not environmentally warranted.
2. The utilization of the available material in the county source will reduce consumption of fuel energy.

G. L. Green

1 Versteeg ✓
Olson
Copy Terpin
Scott
Copy Swenson
Anderson
Trout

RECEIVED
JAN 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Read and Keep ☐
Do not File ☐
Return To
Bring up __/__
Other

RECEIVED
STATE HWY ENGR
JAN 8 '76
REFER TO
Versteeg
FOR
Info | Inves | R/D | D.R. | Sign | | File

8358

Contract 8358

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

December 23, 1975

FILE: PRO 4-3

FROM: L. W. Ruller
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Lostine River (Wolfe) Br.
Baker Road
Wallowa County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
E. S. Hunter
Date 12-23-75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

RECEIVED
STATE HWY ENG'R
DEC 23 '75
REFER TO
FOR
Info. | Inv. | R&D | D.F. | Sig. | Att. | File

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 20, 1975

A. PROJECT IDENTIFICATION

Name of Project Lostine River (Wolfe) Bridge (Section) RS-32-106(-)

Location of Project Baker Road (Highway Name) FAS 32-106 (Highway No., US - ORE)

(City) Wallowa (County) 5 (Region)

Program Federal Aid Secondary County (Funding) $100,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The proposed project is the reconstruction of an existing bridge over the Lostine River, with minor changes in vertical alignment.

Origin and History: The existing bridge is too narrow to safely accomodate two-way traffic. Recent studies have revealed excessive scour and undermining of footings.

C. DESCRIPTION OF PROJECT

Length Design has not been determined. The existing steel-truss bridge is 80 feet long.

Termini: The bridge is located about ½ mile north of the Wallowa Lake Highway MP 51.02.

Alignment ☐ New ☒ Existing ☐ Combined

3 CATEGORY PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No horizontal alignment revision is planned. The structure will be centered in the existing 60-foot right-of-way.

Typical Section N.A.

Structures Design has not been determined.

Characteristics (ADT) No ADT statistics are available. The bridge serves local farm and ranch traffic.

Other General Information (or Supplemental information to items) The existing structure is founded on tight gravels with little cover over the footings. Foundation studies are pending. Undermining of abutments has been attributed to extreme river scour throughout the channel, misalignment of the abutment with the river and inadequate cover over the existing footings.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

It is desirable to locate the proposed structure within the existing right-of-way. Consideration is being given to lowering the north end of the new structure approximately 2 feet for a better vertical alignment with the roadway and also to reduce the fill height and the subsequent encroachment on the right-of-way.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located on the Lostine River in a ranchland setting. The elevation in the vicinity of the bridge is about 3200 feet msl. Natural vegetation has been altered by intensive grazing. Cottonwood and willow grow along the river; uplands are comprised of grassland associations. The source of the river is in the Wallowa mountains which rise abruptly from the valley floor about 10 miles south of the project. The Lostine is a flashy stream. It is not uncommon for the river to wash out roads during spring runoff or when weather conditions produce ice floes. The river supports a variety of fish including steelhead and rainbow trout. The river banks are made up of sand, gravel and occasional boulder-size material.

The Oregon State Game Commission has recommended that construction activities take place between March 1 and August 15th.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The proposed project is located in a rural area where environmental quality is high. No deterioration of this environment is anticipated. Although there are utilities in the vicinity, none of the companies have expressed a desire to attach their utilities to the proposed structure. No conflicts with standards or ordinances are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   No new right-of-way required.

   Consequences:

   N.A.

2. Estimated Changes in Traffic Patterns:

   None. No detour will be provided. The county will close the road for the duration of the project, a river ford will be maintained for the use of local property owners.

   Consequences:

   Temporary inconvenience to local ranchers.

3. Estimated Changes in Land Use:

   None.

   Consequences:

   N.A.

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

   N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

   N.A.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of concern have been identified.

7. Potential for Controversial Issues:

None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

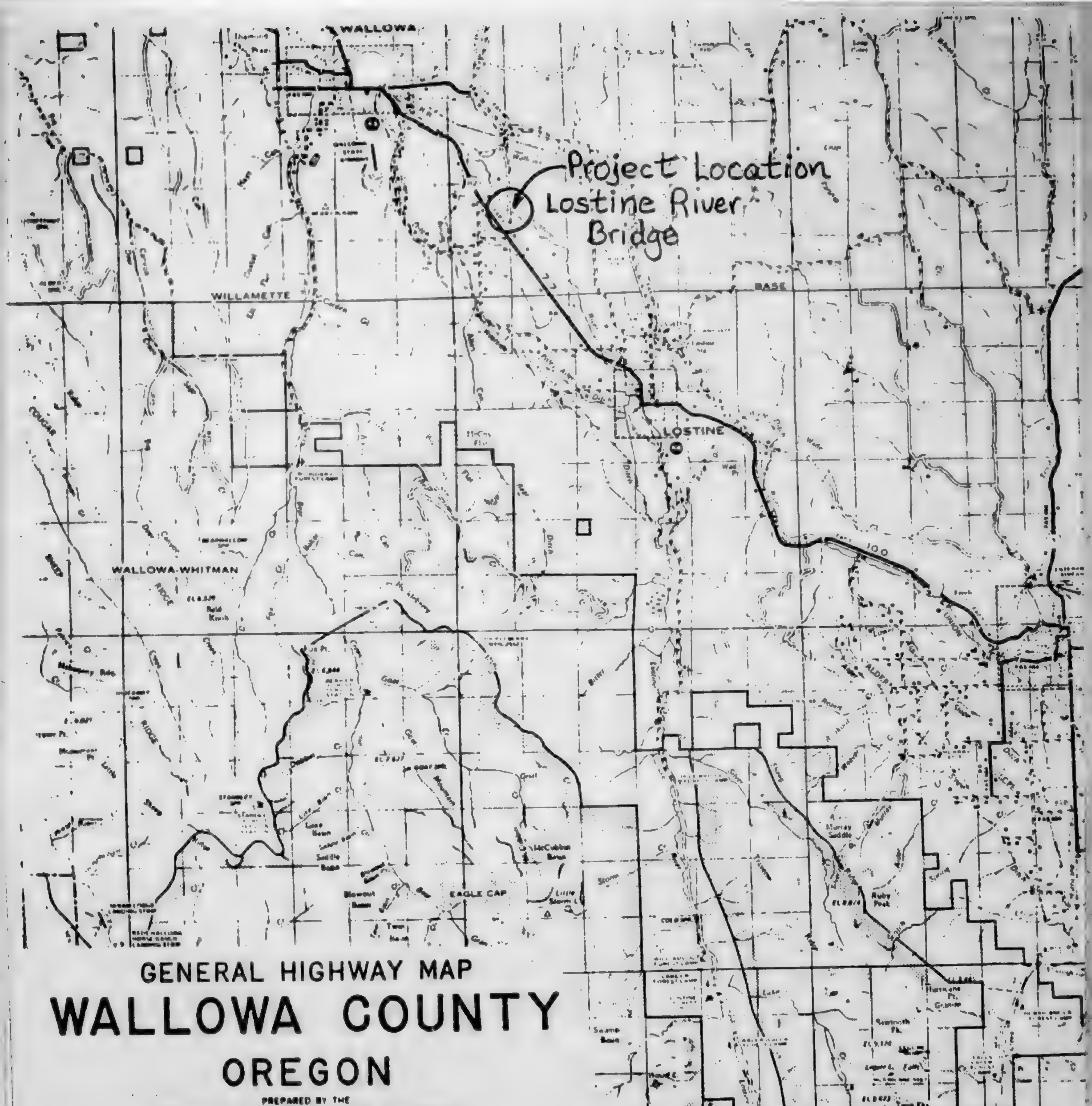
- ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other________________________



Project Location
Lostine River
Bridge

GENERAL HIGHWAY MAP

WALLOWA COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

1972

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon North Zone in Thousands of Feet

GRAPHIC CULTURE PARTIALLY REVISED AS IN 1972

8338

Versteeg
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 22 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

December 22, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Lostine River (Wolfe) Bridge Sec.
FAS 32-106 (Baker Road)
Wallowa County

It is anticipated that there will be approximately 1,450 cubic yards of material for Grid Rolled Base and Aggregate Wearing Course to be furnished by the County on the subject project. This material is located approximately one mile north of the structure on the same county road. The embankment required for this project, approximately 825 cubic yards, is also available from this same source.

We believe that it is in the public interest to require the contractor to use this available source.

The following reasons are offered in support of this proposal:

1. By utilizing this available material it will reduce the consumption of fuel energy.

2. There will be no environmental impact to the proposed source because of the small quantity needed from this existing quarry as opposed to opening a contractor furnished source.

We ask that you concur and approve this proposal to require the contractor to use this source. Please note that this proposal supersedes our letter dated December 16 because of the Region's request for Grid Rolled Base.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

WEC:jh
Attachment
cc: W. E. Cole

fas 33-106
Wallowa Co

EXECU /E DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

12 [illegible] 75

Notification of Intent to Apply for Federal Aid

WALLOWA CO.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # State Highway Division Lostine River (wolfe) Bridge Due Date: ______

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Prelim engineering, acquisition of minor right of way - grading paving, structure and incidental work

PROGRAM REVIEW AND COMMENT

Federal $78,000.00 State $11,000.00 Local 11,000.00 $100,000.00

We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

- - - - - - - - - - -

REMARKS (Please type or print legibly)

B.M.I.C. urges the completion of this project.

Ben

BEN GIFFORD
12-1?-75

Agency BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By John W Bock

Cable Address — ORECONDEV

DEC 1 0 1975

358

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 16 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

December 16, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Lostine River (Wolfe) Bridge Section
FAS 32-106 (Baker Road)
Wallowa County

Dear Sir:

It is anticipated that there will be approximately 1,450 cubic yards of crushed rock for the Base Course and Aggregate Wearing Course to be furnished by the County on the subject project. This stockpiled material is located approximately one mile north of the structure on the same county road. The embankment required for this project, approximately 825 cubic yards, is also available from this same source.

We believe that it is in the public interest to require the contractor to use this available source.

The following reasons are offered in support of this proposal:

1. By utilizing this available material, it will reduce the consumption of fuel energy.
2. There will be no environmental impact to the proposed source because the material is available in stockpiles as opposed to opening a contractor furnished source.

We ask that you concur and approve this proposal to require the contractor to use this source.

Very truly yours,

WEC:fw

J. H. Versteeg
Road Design Engineer

cc W. E. Cole

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

8359

Form FHWA 121 (Rev. 5-73)

DIST 3

15

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: December 15, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-32-106(-)
Lostine River (Wolfe) Br.
Baker Road
Wallowa County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 5, Kennedy)

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	
					✓	

Cy Schroeder

ACTION
DEC 19 1975
A.D
CARDS CONTROL
SCHEDULE

BEN GIFFORD

8358

13

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1975

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, Oregon 97828

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Lostine River (Wolfe) Bridge
FAS-32-106, Baker Road
Wallowa County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 12, 1976.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
G. A. Starkey
Aeronautics Div.
W. J. Hart

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
MARIE STEPHENS

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: State Highway Division [45 — 46] DIVISION: Dept. of Transportation [79

03 12] APPLICANT ADDRESS STREET: State Highway Building [45 — 46] CITY: Salem [60 — 76] ZIP: 97310 [80

04 12] CONTACT PERSON: L. W. Rulien [45 — 46] AREA CODE: 503 [48 — 49] PHONE: 378 [55 — 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Lostine River (Wolfe) Bridge — District 13 [71

11 12] PROJECT LOCATION—CITY: FAS-32-106 Baker Road — PROJECT LOCATION—COUNTY: Wallowa — PROJECT LOCATION: SEC: ---- T: 1N R: 43E [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of minor right-of-

06 12] way, grading, paving, structure and incidental work. The reconstruction of an [71

07 12] existing bridge over the Lostine River, with minor changes in vertical alignment. [71

08 12] (See Attachment) [71

09 12] [71

10 12] [71

12 AMOUNT REQUESTED—FEDERAL FUNDS / NON-FEDERAL MATCHING FUNDS

12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] OTHER (E) FUNDS [51	52] TOTAL (F) FUNDS [60
78,000	----	11,000	11,000	----	100,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 — 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/12/75

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: January [42 — 43] DAY: 12 [44 — 45] YEAR: 1976 [46

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/12/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

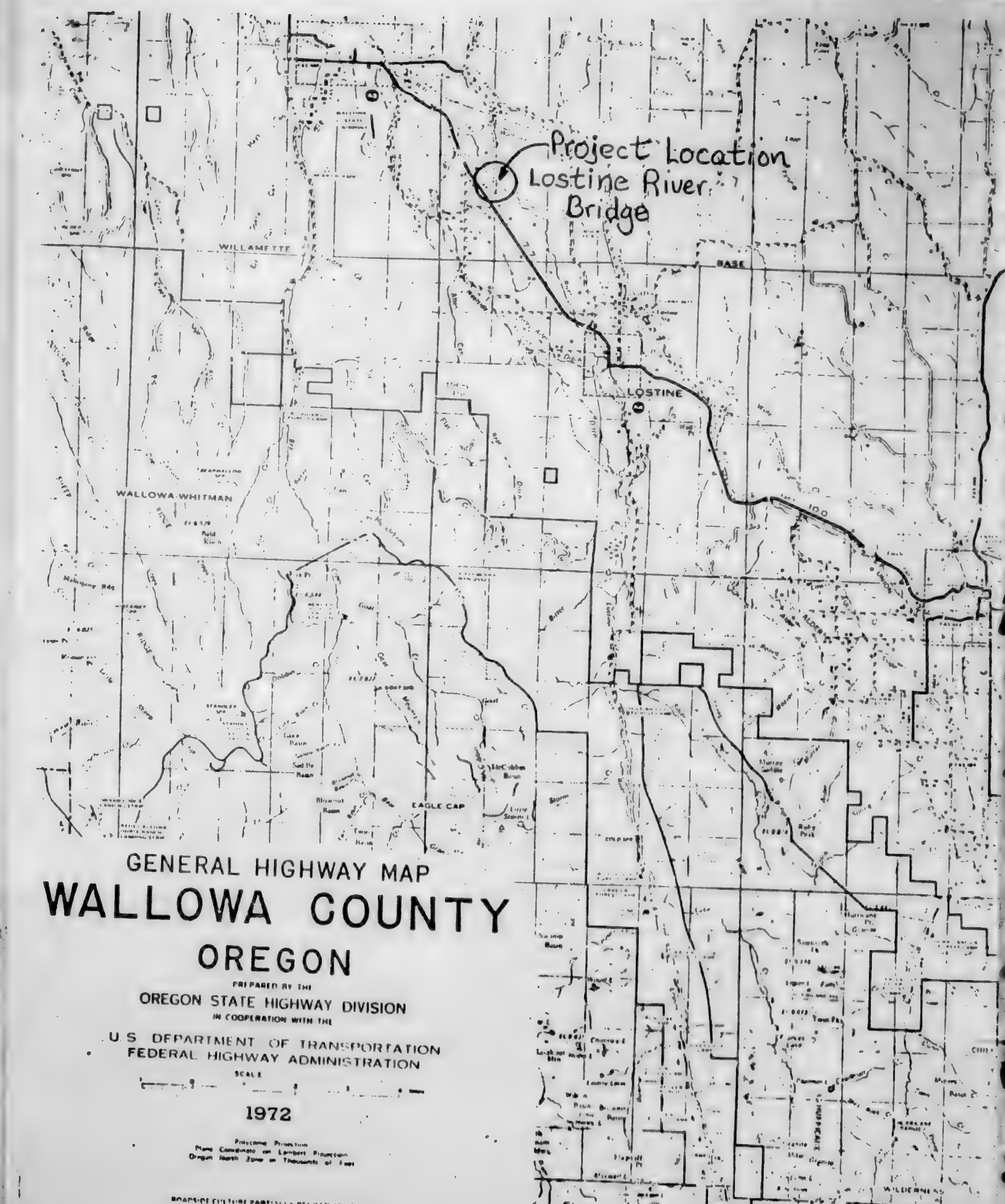
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by Wallowa County in cooperation with the State Highway Division.

No new right-of-way is anticipated.

(See Attachment)



GENERAL HIGHWAY MAP

WALLOWA COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

1972

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon North Zone in Thousands of Feet

ROADSIDE CULTURE PARTIALLY REVISED AS OF [illegible]

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1975

TO ALL INTERESTED FEDERAL AGENCIES

FROM George N Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
Lostine River (Wolfe) Bridge
FAS-32-106, Baker Road
Wallowa County

In accordance with Federal Highway Administration's procedures, attached is a Notice of Intent application to apply for federal aid for the subject project.

If you need additional information, or wish to comment on these proposals, please advise the Project Management Section, State Highway Division, Salem, Oregon 97310.

Attachments

BLG:md

U.S. Department of Agriculture
U.S. Department of Housing
Bureau of Outdoor Recreation
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Marine Fisheries Service
Division of River Basin Studies
Bureau of Land Management
U.S. Coast Guard

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: G. L. Green, FHWA
F. B. Klaboe
D. E. Swan
B. L. Gifford

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

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01 12] PROJECT TITLE: Lostine River (Wolfe) Bridge District 13 [71

11 12] PROJECT LOCATION—CITY: FAS-32-106 Baker Road | PROJECT LOCATION—COUNTY: Wallowa | PROJECT LOCATION SEC: ---- T: 1N R: 43E [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

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07 12] existing bridge over the Lostine River, with minor changes in vertical alignment. [71

08 12] (See Attachment) [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
78,000	----	11,000	11,000	----	100,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/12/75

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: January [42 | 43] DAY: 12 [44 | 45] YEAR: 1976 [46

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/12/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by Wallowa County in cooperation with the State Highway Division.

No new right-of-way is anticipated.

(See Attachment)

fas 32-106
Wallowa Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 16254

October 31, 1975
Salem, Oregon

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. W. E. Schwartz
Region 5 Engineer

SUBJECT:

Lostine River (Wolfe) Br.
Preliminary Plan and Elevation

Here are four prints of Dwg. No. 30946, the preliminary plan and elevation for the subject structure.

It is planned to call for bids on this section on March 25, 1976.

These prints are sent to you for review. Please return one print with your comments. Two prints should be forwarded to the County requesting their approval or comments. It is suggested this submittal be made in person and discussed with the appropriate officials at that time. Any questions they might have that cannot be answered locally should be referred to this office.

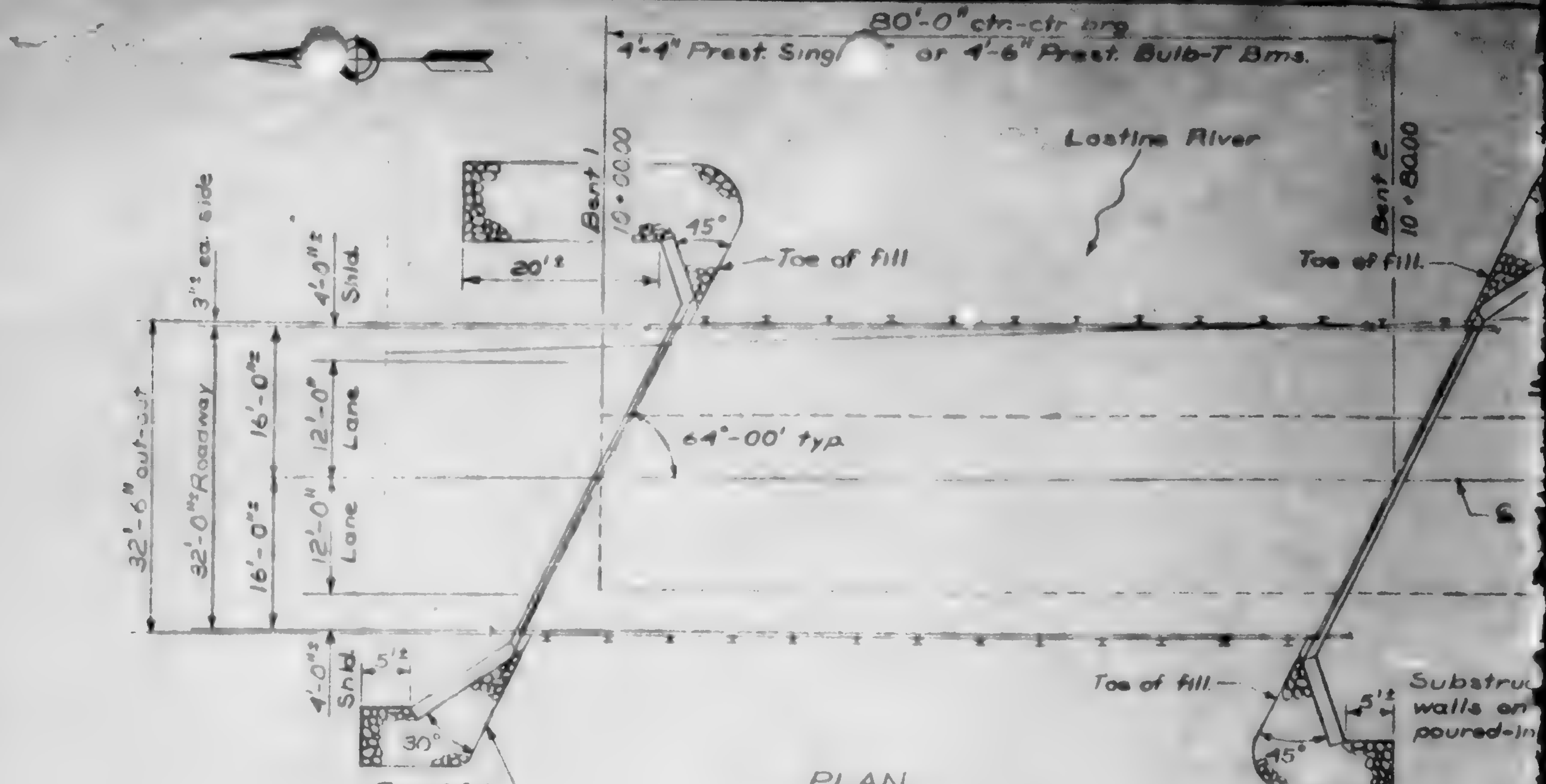
Our estimated cost for this structure is $120,000 including 20% for engineering and contingencies.

The alternate beam sections are proposed to open competition to as many prestressed plants as possible. The alternates of cast-in-place or precast abutment walls should also produce the lowest bid.

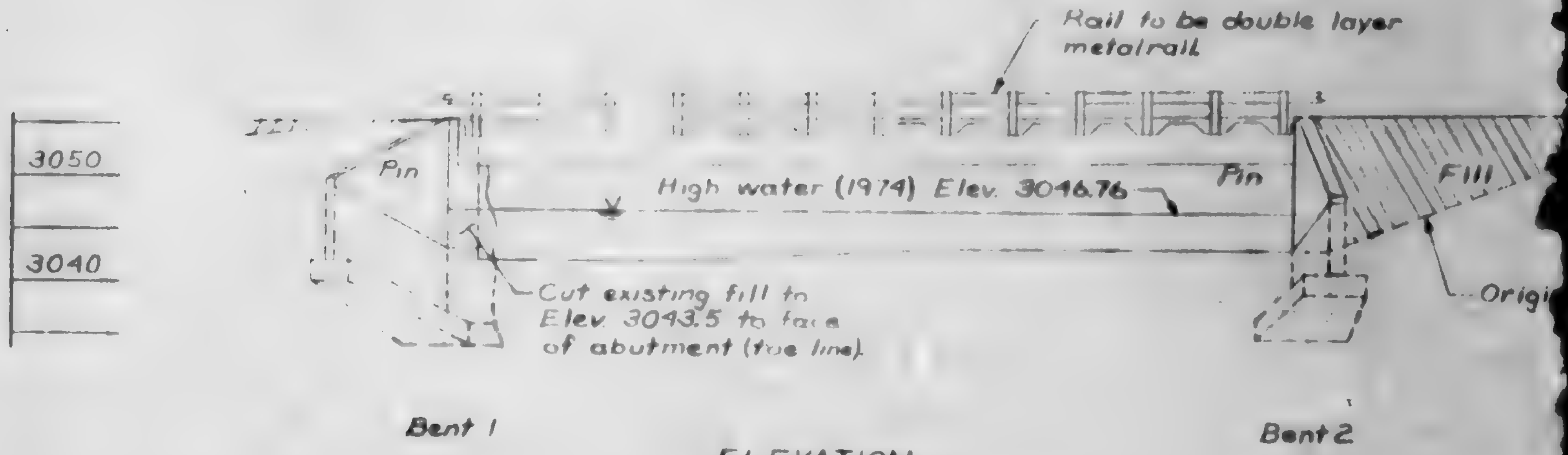
PMO/ag

Attachs.
cc D. Harwell w/attach.

RECEIVED
COUNTY & CITY SECTION
NOV 3 1975
☐ ENGR. ☐ COOR. ☑ QE ☐ AE ☒ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

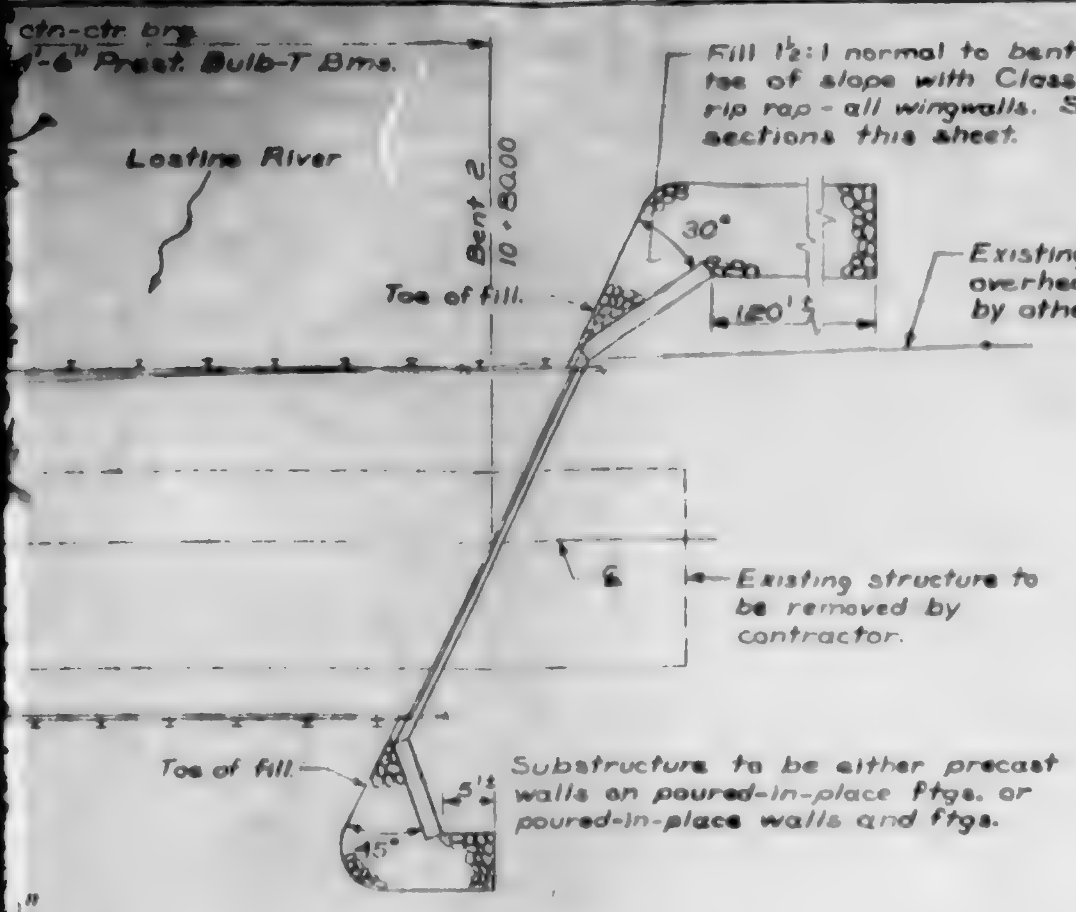


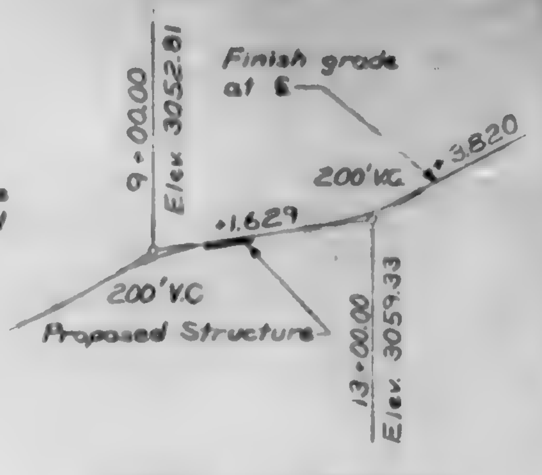
PLAN
Scale: 1" = 10' 0"


Rail to be double layer metalrail.
3050
3040
Pin
Pin
High water (1974) Elev. 3046.76
Fill
Origi
Cut existing fill to Elev. 3043.5 to face of abutment (toe line).
Bent 1
Bent 2

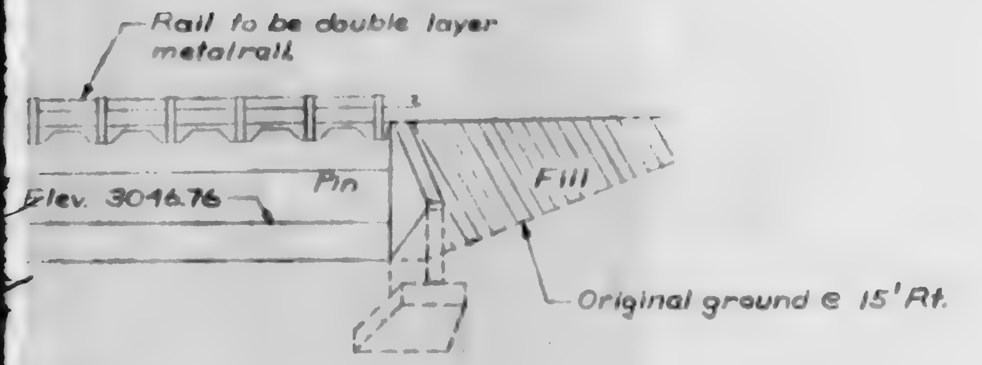
ELEVATION
Scale: 1" = 10'-0"

REC
COUNTY
IN
☐ ENGR. ☐
☐ UPE ☐

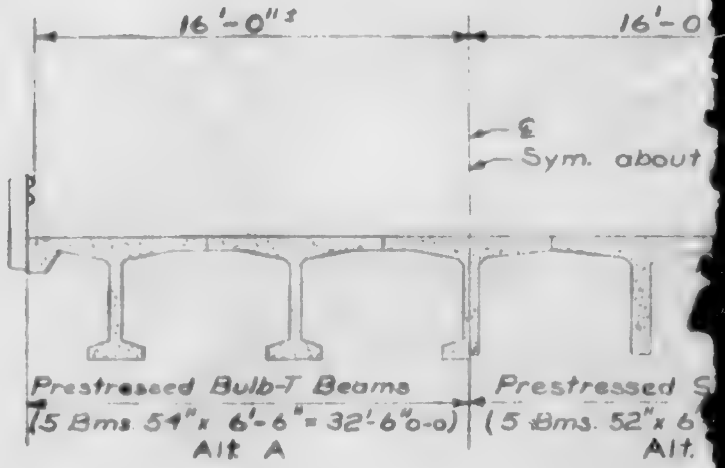

ctn-ctr. brg.
-6" Prest. Bulb-T Bms.
Lostine River
Bent 2
10+80.00
Toe of fill.
Fill 1½:1 normal to bent from toe of slope with Class 700 rip rap - all wingwalls. See typ. sections this sheet.
30°
120'±
Existing General Telephone overhead line, to be moved by others.
℄
Existing structure to be removed by contractor.
Toe of fill
5'±
15°
Substructure to be either precast walls on poured-in-place ftgs. or poured-in-place walls and ftgs.



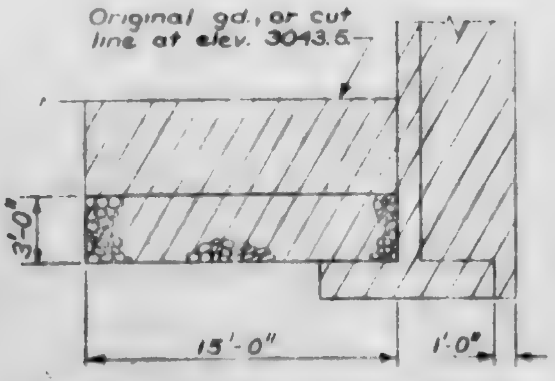
GRADE LINE DIAGRAM
No Scale



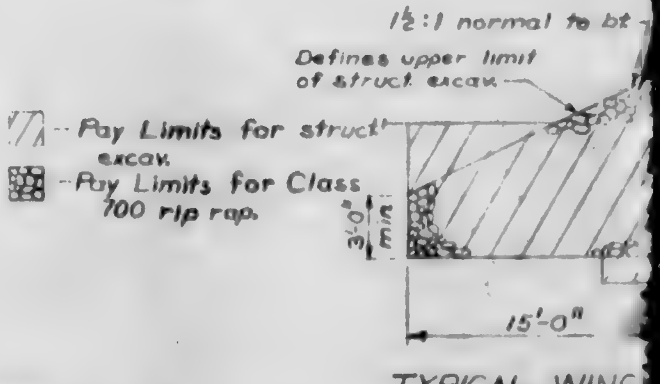
Bent 2



TYPICAL SECTION
Scale: ¼" = 1'-0"



TYPICAL ABUTMENT SECTION
No Scale


1½:1 normal to bt
Defines upper limit of struct. excav.
Pay Limits for struct. excav.
Pay Limits for Class 700 rip rap.
3'-0" min
15'-0"

TYPICAL WING
No Sca

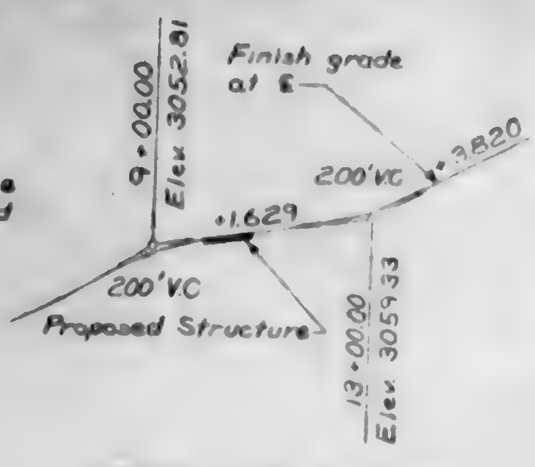
RECEIVED
COUNTY & CITY SECTION
NOV 3 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ RE
☐ DPE ☐ CE ☐ RE ☐ BPE ☐

HYDRAULIC DATA		
	Design Flood	Max. Flood Yr. (1974)
Discharge-cfs	3,100	3341
Frequency-yr.	50	200+
H.W. Elevation Natural Chan.	3046.62	3046.76

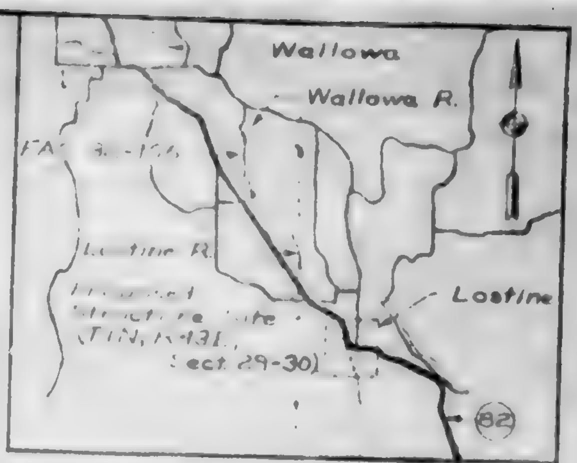
APPROVED
BRIDGE ENGINEER
ASS'T. STATE HIGHWAY ENGINEER
DESIGNED SRS CHECKED
DRAWN DAS CAL. CHECK

ORE
LOSTINE
Lostin
Baker Ro
PRELIM
DATE Oct. 75
ACCOMPANIED B

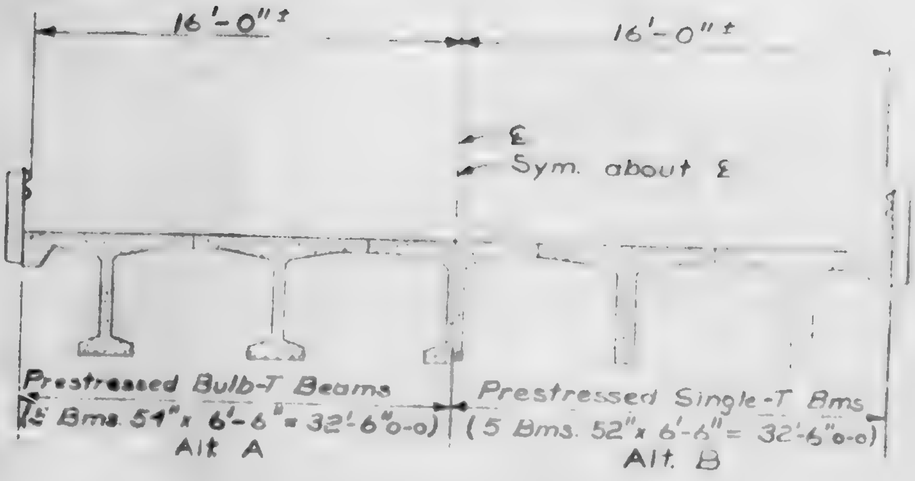
al Telephone
to be moved



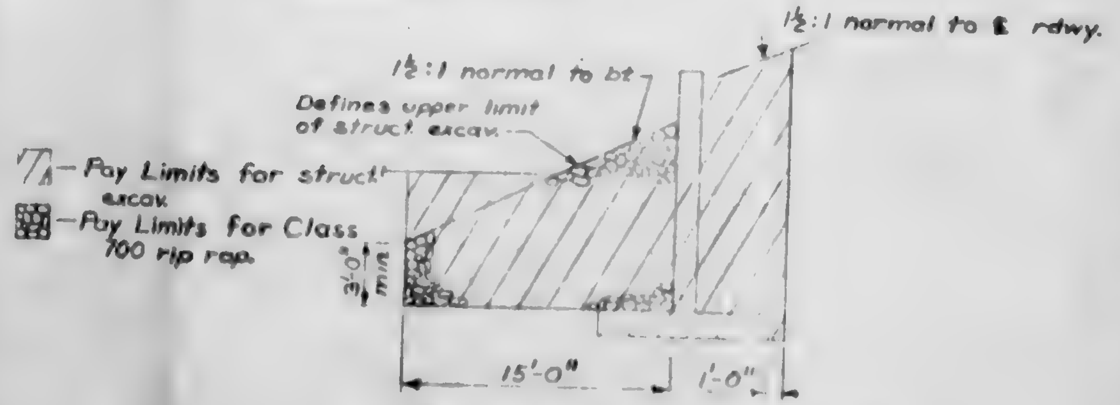
GRADE LINE DIAGRAM
No Scale



VICINITY MAP
No Scale


16'-0"±
16'-0"±
℄
Sym. about ℄
Prestressed Bulb-T Beams
(5 Bms. 54" x 6'-6" = 32'-6" o-o)
Alt. A
Prestressed Single-T Bms.
(5 Bms. 52" x 6'-6" = 32'-6" o-o)
Alt. B

TYPICAL SECTION
Scale: ¼" = 1'-0"



TYPICAL WINGWALL SECTION
No Scale

ULIC DATA

Design Flood	Max. Flood Yr. (1974)
3,100	3341
50	200+
3046.62	3046.76

APPROVED

BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

DESIGNED S.R.S. CHECKED
DRA... D.A.S. CAL. BOOK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

LOSTINE RIVER (WOLFE) BRIDGE
Lostine River (Wolfe) Bridge Sect.
Baker Rd. FAS 32-106 Wallowa Co.

PRELIM. PLAN AND ELEVATION

DATE Oct. '75 BRIDGE NO. 11254
ACCOMPANIED BY DWGS.

SHEET 1 OF 1

DRAWING NO. 30946

fas 32-106
Wallowa Co
FAS-C Project
FILE:

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

September 24, 1975

SUBJECT: Lostine River (Wolfe) Bridge
FAS 32-106
Wallowa County

TO: FILE

Lostine River (Wolfe) Bridge is located on County Road FAS 32-106 approximately one-half mile north of Wallowa Lake Highway MP 51.02. Purpose of the project is to replace the existing 80-foot pony truss bridge.

The original bridge as shown on the attached cross section was 180 feet long with approximately 100 feet of the structure built across the floodplain on the left. High maintenance cost precipitated replacement of the overflow section with embankment, thus reducing the bridge length to 80 feet.

Flood History

Peak flows on the Lostine River normally occur in the months of May and June as a result of spring runoff. Approximately eight miles upstream from Wolfe Bridge, the U.S. Geological Survey has operated Stream Gage #13-3300 since 1926. Listed below are the five largest floods of record, their date of occurrence, and frequency.

Peak Flow	Date	Frequency
2,550 cfs	June 16, 1974	330 yr
2,310 cfs	June 16, 1933	40 yr
2,290 cfs	June 25, 1971	30 yr
2,210 cfs	June 9, 1969	20 yr
2,170 cfs	June 2, 1957	16 yr

During floods greater than a two-year frequency, water overflows the right bank for a considerable distance upstream from the bridge and flows northwesterly, crossing Wolfe County Road 1300 feet north of the bridge. This overflow reduces substantially the amount of water which the existing bridge opening must handle.

Design Flood

Peak flows at the bridge crossing were estimated by adjusting peak flows at the gage (drainage area of 70.9 square miles) for the 90-square-mile

Prange

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COUNTY & CITY SECTION
SEP 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

drainage area at the project site. Listed below are adjusted discharge values and their corresponding recurrence frequency.

Peak Discharge	Frequency
3300	200 yr
3200	100 yr
3090	50 yr ✓
2960	25 yr
2730	10 yr

A 50-year frequency flood was chosen for the design.

Hydraulic Design

Backwater estimates were made using the FHWA computer program, "Bridge Waterways" for varying length structures assuming first, that there was no overflow, thus requiring that the bridge opening convey the full flow (3100 cfs) and second, that about one-third of the flow is diverted to the overflow, thus reducing the discharge at the bridge (2000 cfs). It was assumed that the new bridge bents would be aligned with the stream. The table below shows the results of this analysis for the 50-year flood.

Bridge Backwater

	Bridge Length		
	80-foot	100-foot	180-foot
Full Discharge 3100 cfs	3.7'	2.9'	1.4'
Partial Discharge 2000 cfs	2.4'	1.8'	0.7'

It appears from this study that the existing 80-foot bridge has the potential of producing a substantial backwater. In actual operation, however, this amount of backwater probably never occurs because water is diverted into the floodplain area and across the county road. For this reason the existing 80-foot structure is adequate.

The County, in cooperation with the Soil Conservation Service, is planning to do some channel improvement work which will minimize bank erosion and movement but is not planned to prevent bank overflow from occurring. This work should not change existing flood patterns and therefore will not affect the hydraulic operation of the bridge opening.

There is a remote possibility that at some time in the future the overflow will be blocked off, thus diverting all the water through the bridge opening. If this occurs, a higher backwater can be expected accompanied by greater scour depths directly under the structure. At the present time the right bank abutment is subjected to the highest velocities because of upstream channel alignment. Mr. Vern Russell, County Engineer, indicated that the footing for this abutment is about five feet below the existing streambed and that a scour hole about five feet deeper than the footing was developed during the 1974 flood. Similar scour depths could be expected in the future, especially if more water is diverted through the bridge opening.

Summary

The existing 80-foot structure is adequate to handle the design flood under existing channel conditions. Since extensive channel improvements might be undertaken by the County in the future to prevent flooding of the road north of the bridge, consideration should be given to the effects of this work on bridge backwater, channel scour beneath the bridge, and possible bank erosion patterns downstream.

Class 700 riprap should be used to protect the abutment fills and upstream embankment, especially the left fill where lateral flow along the embankment could cause erosion.

Richard L. Lenz
Hydraulics Engineer

By Arthur Bollinger

Arthur Bollinger
Hydraulic Specialist

cc Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
Don Harwell ✓
Gary Potter
W. E. Schwartz

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1974)
Discharge -	cfs	3100	3205	3341
	m^3/s	87.8	90.7	94.55
Frequency - yrs.		50	100	200+
H.W. Elevation Natural Channel	ft.	3046.62	3046.70	3046.76
	m.	928.61	928.63	928.65
H.W. Elevation Channel Change	ft.	—		
	m.	—		
Average Velocity -	fps	5.77	5.63	5.63
	mps	1.76	1.72	1.72

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow

"Discharge" = Capacity

REMARKS:

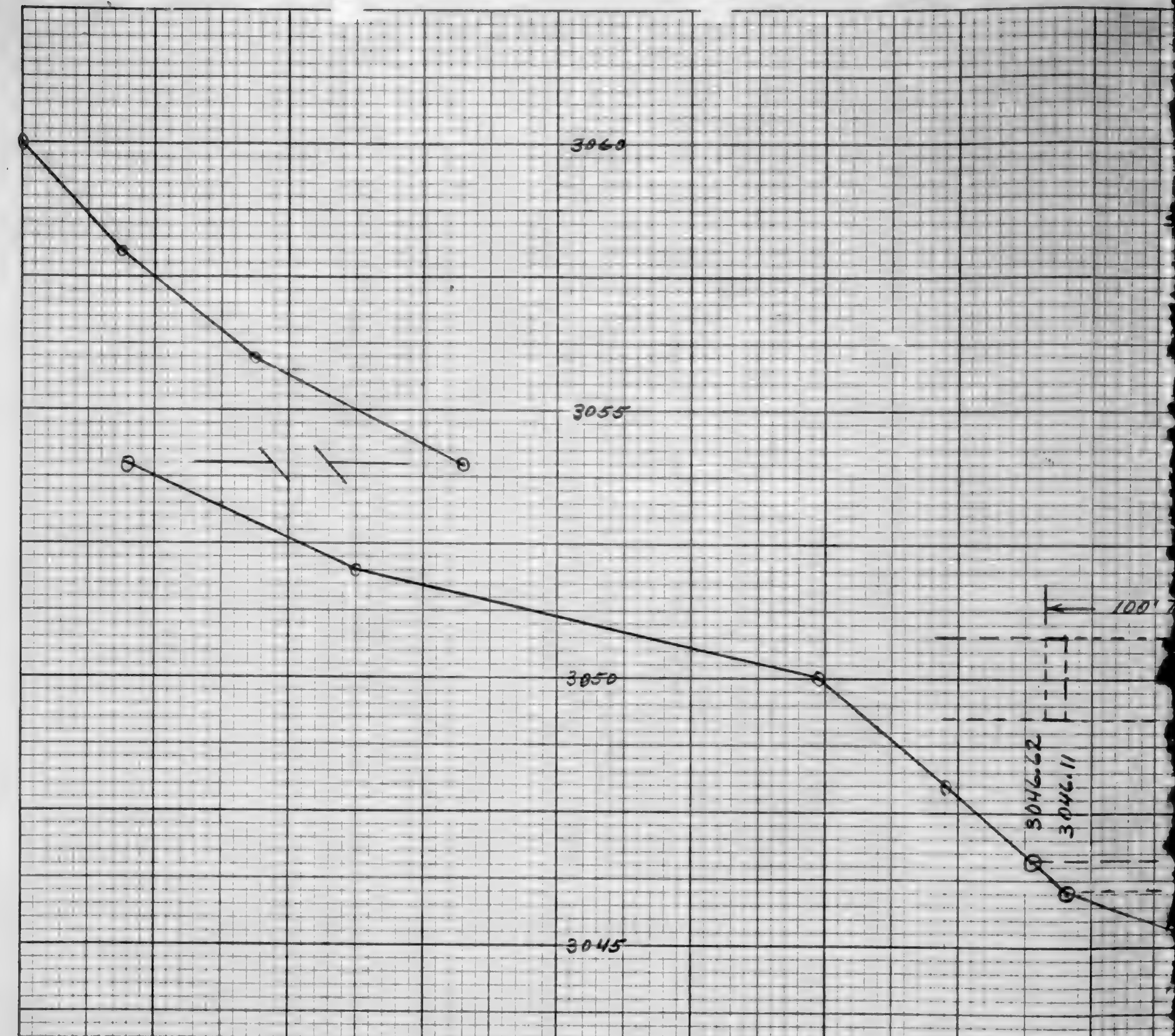
OREGON STATE HIGHWAY DIVISION

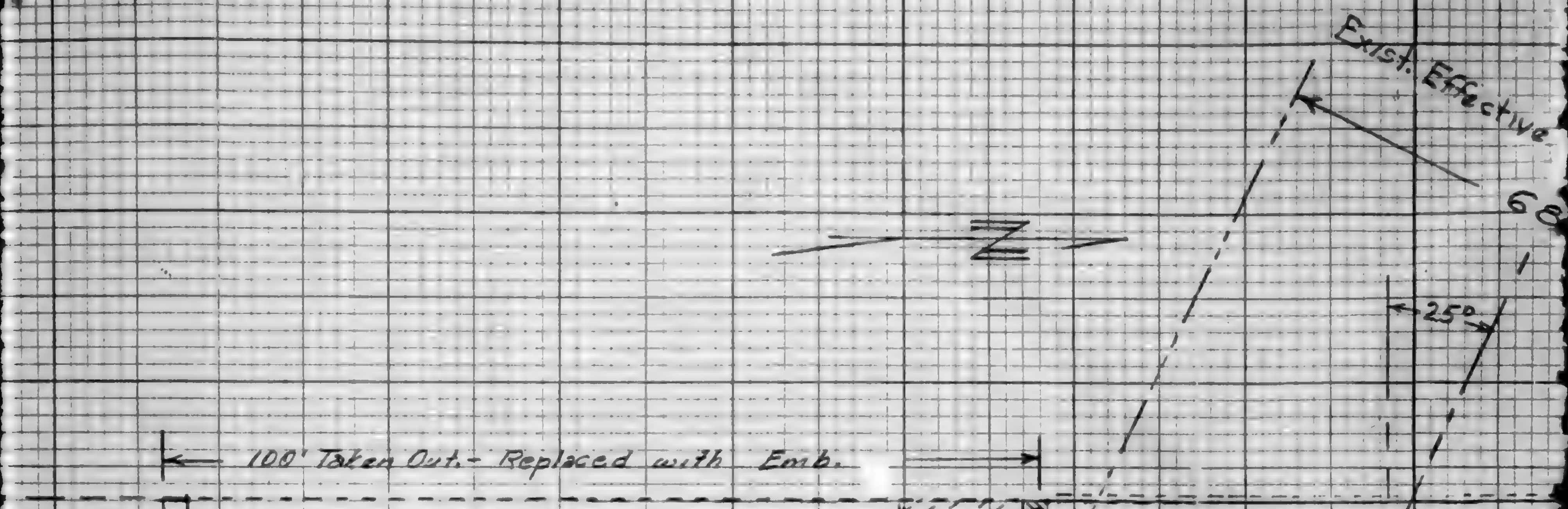
HYDRAULICS UNIT

LOSTINE RIVER (WOLFE) BRIDGE
FAS 32-106 WALLOWA CO.
BRIDGE RECONSTRUCTION
532-1981-918 9-15-75

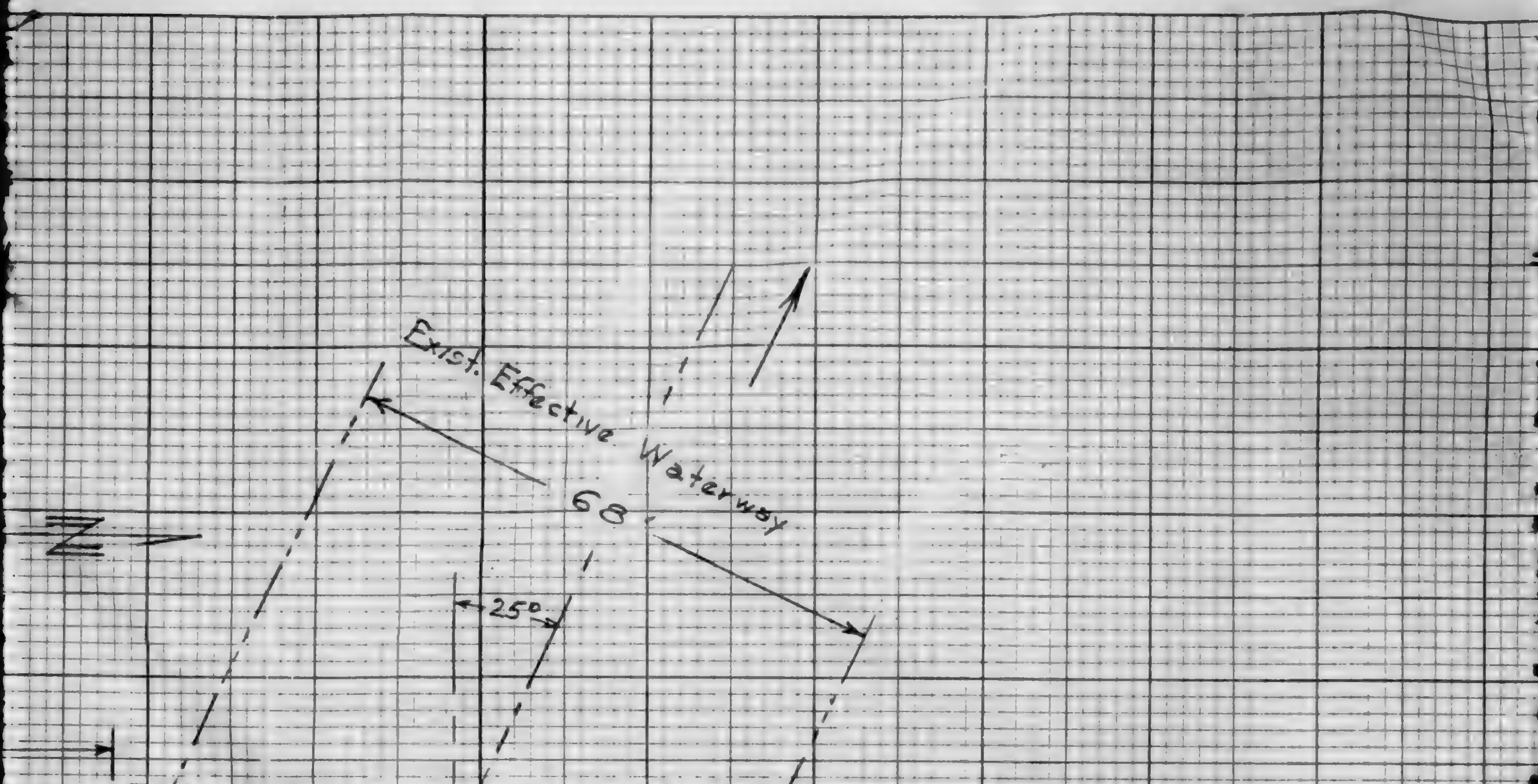
COMPILED BY: A. Bollinger

DATE: 9-18-75

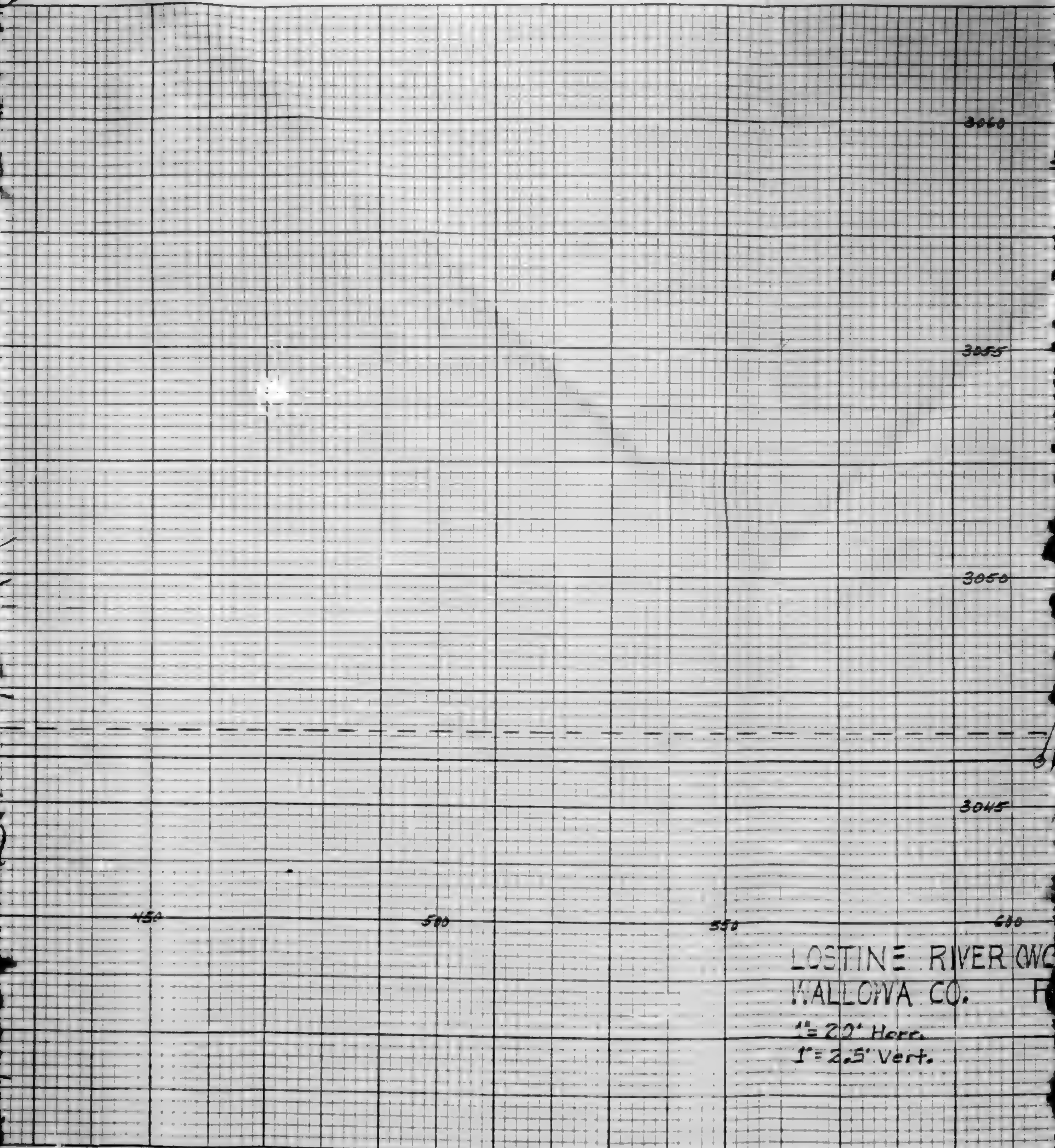

3060
3055
3050
3045
100'
3046.62
3046.11
50
100
150
200
CROSS SECT
50'


Exist. Effective
68
N
25°
100' Taken Out - Replaced with Emb.
Exist. Structural 80'
3046.62
3046.11
3100 cfs if contained in Channel 3046.62
2000 cfs if contained in Channel 3046.11
Water Ove
200
250
300
350

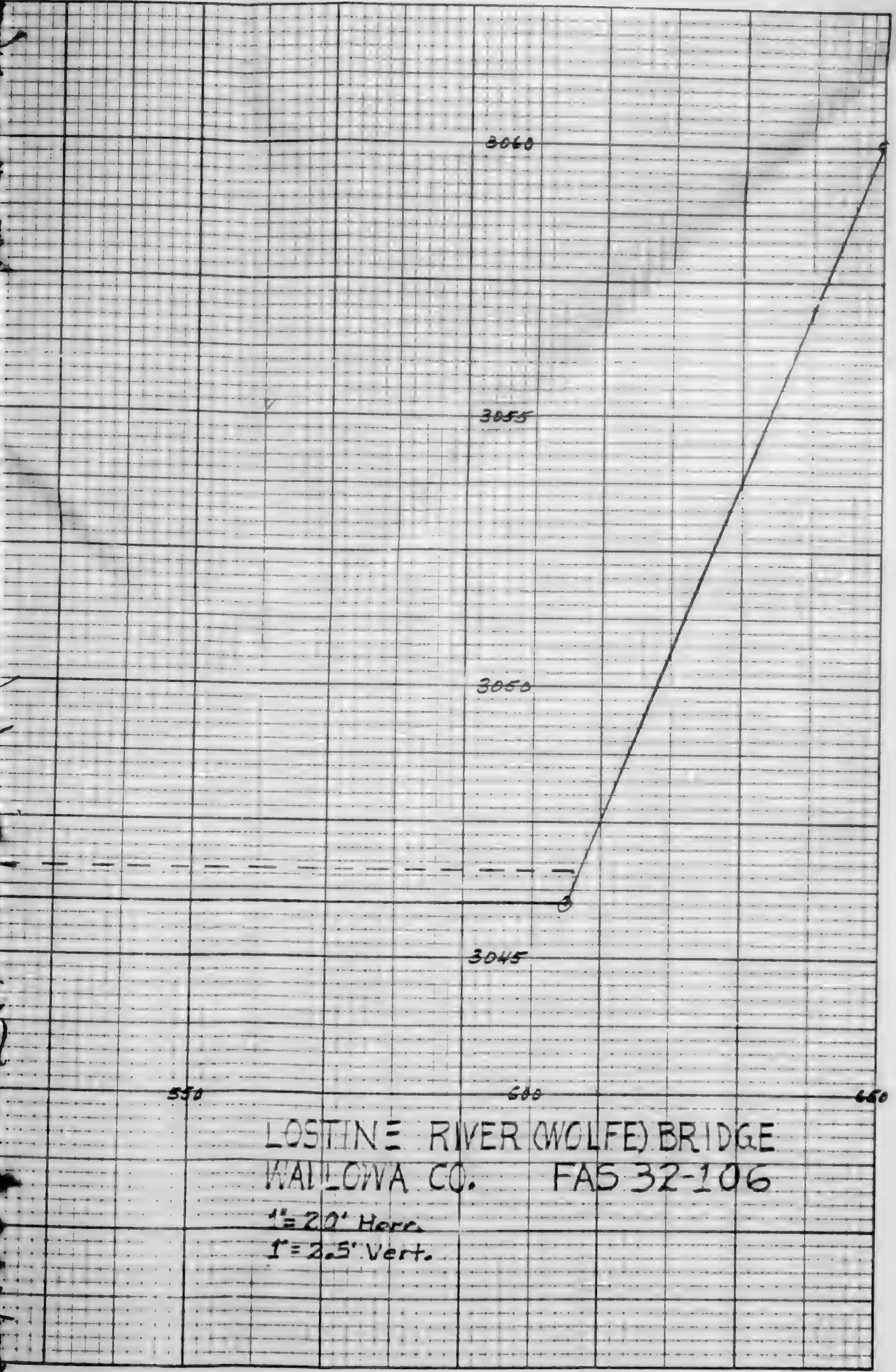
CROSS SECTION PARALLEL TO STRUCTURE
50' UPSTREAM


Exist. Effective Waterway
68
25°
Exist. Structure 80'
3046.00
46.62
46.11
Water Overflows Bank 3046.00
300
350
400
450

UCTURE



LOSTINE RIVER (WG
WALLOWA CO. F
1" = 20' Horz.
1" = 2.5' Vert.



LOSTINE RIVER (WOLFE) BRIDGE
WALLOWA CO. FAS 32-106

1"=20' Horz.
1"=2.5' Vert.

K+E 10 X 10 TO THE INCH 10 X 15 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.
47 0780

File [illegible] 8-14-75

.... LOCATION NARRATIVE REPORT ....

Subject: Bill Wolfe Bridge
FAS 32-106
Wallowa County

Work to be done: Bridge Reconstruction
Minor alignment change

The proposed project is the reconstruction of an existing bridge over the Lostine River with minor changes in vertical alignment.

The structure is located approximately one half mile north of the Wallowa Lake Highway mile point 51.02, along the Wolfe county road, FAS 32-106.

Existing Structure: 80' steel pony truss supported on a solid concrete abutment on the north end and an open bent on the south end, both are normal to the structure, and both are founded on spread footings. There is an 18' end span on the south end necessitated by the open bent and the need to bridge the end fill slope. The effective waterway span however is only 80'.

Discussions with Verne Russell, Wallowa County Director of Public Works, revealed the following. When this structure was originally constructed it apparently was cheaper to build bridges than to construct extensive bridge end embankments. Hence this structure originally consisted of two spans, the existing 80' and another 100' +/- on the south end of the existing span. When maintenance costs became excessive the 100' +/- was removed and replaced with the present embankment. This explains the present use of an open bent supporting the southern end of the existing truss. Verne also indicated that they had experienced only one problem with the existing bridge - and that is scour undermining the north abutment. This problem is attributed to several items - extreme scouring of the river channel throughout; the misalignment of the abutment with the river; and the inadequate cover over the existing footings.

Proposed Structure: The County wishes a clear span supported on solid concrete abutments, founded on spread footings. The existing span has been more than adequate and therefore we make no particular recommendation as to the proposed span length. The County has indicated that they will go along with the recommendation of our Hydraulics Unit, in hopes of getting the most efficient and economical structure possible.

Structure Skew: The structure skew is approximately 26 degrees as measured from a line normal to the structure centerline - to the center of the channel.

Alignment Revision: No horizontal alignment revision is planned. The structure will be centered in the existing 60' right-of-way in an attempt to keep the fill slopes inside the R/W. The roadway from the south end of the structure to the Wallowa Lake Highway is on the easterly side of the existing right-of-way, which allows for the irrigation ditch on the westerly side of the roadway inside of the right-of-way. As can be noted in several of the photos there is slight reversing curve on the south end of the bridge to meet the existing roadway. This is a minor alignment problem which can be taken care of in the field at the time of construction.

Alignment Revision Cont: Consideration is being given to lowering the north end of the new structure approximately 2' for a better vertical alignment with the roadway and also to reduce the fill height and the subsequent encroachment on the R/W.

Structure Waterway: The existing waterway has been more than adequate. However as can be noted from the photographs and the contour map, the structure is about 10 feet above the surrounding fields. The river begins to overflow the banks at elevation 3046 +/- and subsequently floods the roadway approximately 1,000 feet back on line from the structure along a natural overflow plain. Verne Russell advises me that the road floods every spring during peak runoff. In our field notes we have included the road profile through this area, no definite overflow channel was found.

Foundation: The existing structure is apparently founded on tight gravels, with little cover over the footings. The new structure could also be founded on spread footings lowered sufficiently to protect against possible undermining by scouring. Foundation exploration work is being scheduled as soon as possible.

Scour: Reports from Herb Shaw, the regional bridge inspector, and Verne Russell indicate that the north abutment is considerably undermined. Again it is felt that this problem has several causes, the extreme channel scour throughout; the misalignment of the abutment with the channel; and inadequate cover over the existing footings. Skewing the new structure and lowering the footings should relieve this problem.

Drift: There is considerable drift problem along this river during runoffs. Presently work is being done along the river to relieve future drift problems, with the removal of dead trees, etc. Inspite of the drift concentration during runoffs, there has been no problems noted at the structure itself.

IceFloes: Here again there has been no problems noted at the structure.

Rip Rap: There ia a light blanket of rip rap on the southeast corner of the structure along the embankment that replaced the 100' span. It appears that due to the nature of the river channel material, excavations for the construction of the new bridge abutments should be backfilled with rip rap to protect the footing, etc. from scour.

Channel Work: No channel work is planned due to this proposed project. However Wallowa County has funds available for improving the present river channel throughout as the need dictates. They are working inconjunction with the Corps of Army Engineers, who initially have indicated approval of the necessary work but have a backlog of projects that may delay any work on this channel for 1 to 1½ years. The channel work, berms of river gravel, that can be noted in the photographs is the work of the adjacent property owners in their attempt to keep the river in its proper channel. We are uncertain at this time of what channel work will be completed in the area of the structure or above it. It is anticipated that sufficient channel work, including rip rap and/or slope protection, will be completed above the structure to properly contain the peak runoffs and eliminate the annual flooding of the roadway.

Channel Work Cont: It is suggested that our Hydraulics Unit contact Verne Russell and/or the Corps of Army Engineers, Walla Walla, Washington office, and discuss the possible channel work.

Detour: There will be no detour provided for the traveling public. The county will close the road for the duration of the project. They will however construct a minimal detour, possibly a ford, for the use of the local property owners only.

R/W and Property Owners: No additional right-of-way is needed. Due to the natural contours of the existing ground near the bridge ends, the embankment fill slopes may catch beyond the R/W line in localized areas. I've discussed this problem with Verne and he has discussed the work with the adjoining property owners. We anticipate fill slopes on a 1½:1 or steeper in an attempt to keep inside the R/W, but it appears that a construction or slope easement may be necessary, with the county re-establishing existing fences when the work is completed. No particular problem is seen. Bill Wolfe owns the adjoining property on both the southeast and southwest corners of the structure, Wayne Wolfe owns the northeast corner, and Tom Willett owns the northwest corner.

Irrigation Facilities: There is an irrigation ditch approaching the structure from the south along the west side of the county road, inside of the R/W. A x-section of this ditch is included in our notes. However the main part of the ditch diverges away from the roadway, near station "P" 15, in a northwesterly direction. There is an overflow or diversion box near station "P" 15 that would allow the water to flow along the west side of the roadway embankment and ultimately enter the Lostine River below the proposed structure. The facility is privately owned by Tom Willett and apparently can be turned off at any time.

Utilities: The Pacific Power and Light Co.'s line approaches the structure from both the north and the south along the county road but neither service crosses the river in the vicinity of the structure.

General Telephones' line parallels the structure along the east side of the county road. The telephone line will have to be moved east to provide for the widened roadway. Only two poles will be affected, those nearest the structure. It is anticipated that if the end fills were widened as needed to meet the new structure, prior to the beginning of the structure work, the telephone line could be relocated in its final location and the structure work completed without further problems. At this time we don't anticipate any pile driving work on this structure, the only heavy crane work would be the placement of prestressed members.

Structure Utility Holes: No utility holes are required in this structure. None of the utility companies have indicated any desire to attach their utility to the structure.

Existing Structure to be salvaged:	The existing truss is to be dismantled by the contractor and stockpiled on County right-of-way north of the bridge.
Guardrail:	Guardrail will be required on all four corners of the new structure, however I'd recommend the shortest possible length be used, approximately 25' on each corner.
Material Source:	The material source has been designated by the County and is located approximately one mile north of the structure on the same county road, see attached source map. This source has been qualified by our lab and given source number 32-21-5. The crushed rock for the base course and the leveling course are to be furnished by the County and are presently stockpiled at this source, to be hauled and placed by the contractor. The rip rap could be attained from this source however Verne has indicated other possible sources.
Drainage Area:	Refer to the following quadrangle sheets - Enterprise, Oregon; Sled Springs; and the Eagle Cap.
Game Commission:	Discussed this work with Ken Witty, fishery biologist in Enterprise, on June 4, 1975. He indicated they would restrict the work in the active stream to the period of March 1 thru August 15. Work in the stream at all times must be properly seperated from the active flowing water by dikes, or berms of material, etc. He will require that dewatering of the footing excavation be directed onto a field, etc. to allow any silts to settle out. He inquired about a detour and I advised him that the County was going to close the road and would probably provide a ford for the local farmers. Ken felt the use of a ford would probably do less damage than a temporary fill, etc.
Fish Commission:	I have not contacted the Fish Commission. On other projects it has been their response - if Ken Witty is satisfied then we will be.
Structure Upstream:	Lostine River Br. #7573 at mile point 54.11 on the Wallowa Lake Highway. Built in 1953 - 3 span RCDG. X-section of channel taken 100' downstream.
Structure Downstream:	No other structure downstream before the Lostine River joins the Wallowa River.
Work By County:	Verne Russell indicates that the County probably will not be able to do any of the construction work due to other work loads. He requests that all construction work be completed by the contractor.
Estimate of Cost:	We have not attempted to estimate the construction cost of this project due to the uncertainty of type and length of structure required and the possible revision in vertical alignment.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION:

Verne Russell	Wallowa County Director of Public Works Phone: Enterprise 426-3048
Ron Barrett	Corps of Engineers Phone: Walla Walla 509-525-5500 Ext. 311
Roy Sines	District Supervisor for USDA Forest Service Phone: Wallowa 886-2171
Bob DeBow	Watermaster Phone: Enterprise 426-4216
Bill Wolfe	Adjoining property owner - S.E. & S.W. corner Phone: Wallowa 886-3573
Wayne Wolfe	Adjoining property owner - N.E. corner Phone: Wallowa 886-3785
Tom Willett	Adjoining property owner - N.W. corner Phone: 886-2013

Joseph A. [illegible]
6-10-75

far 32-106
Wallowa

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-32-106(1)

STATE PROJECT NO.: Lostine River (Wolfe) Bridge Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon
7-24-75

PROGRAM NO.:

ITEM NO.: RS-61

COUNTY NAME: Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: July 24, 2975

FEDERAL ROUTE NUMBER: Secondary Route 32-106

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
County Road approximately 3.0 miles SE of Wallowa

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Preliminary Engineering up to PS&E preparation.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of July 24, 1975 approved this project for inclusion in the Federal-aid Program.

You are authorized to proceed with all phases of preliminary engineering up to PS&E preparation at a total estimated cost of $7,000.00 - Federal funds $5,473.00.

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

DATE: 7-24-75

SIGNATURE OF APPROVING OFFICIAL: CR Burghardt for

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 7-24-75

BY (Signature): L.W. Rulien's July 22, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

ITEM NOS. 61 THRU ______

ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
61	RS-32-106(1)	0.02	8,000	6,200	Lostine River (Wolfe) Bridge Section. Wallowa County State of Oregon	Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☒ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-24-75	C.L. Green, Division Engineer

** Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 916-690

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

July 22, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., approx. 3.0 mi. S.E. of Wallowa 21 65	ADT	PRESENT 100*	FUTURE 120 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 32-106 7	CODE 06 (14)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Wallowa				
	NAME OF URBAN AREA - - 17-31		ROUTE NO. S	FEDERAL-AID 32-106 (32)	STATE Co. Rd. (30)	U.S. - - (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co. Rd., approx. 3.0 mi. S.E. of Wallowa	0.02	8,000	6,200	1,800	
5					ROW							
5					CONST (CODE)		"Lostine Riv. (Wolfe) Br. Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.02	8,000	6,200	1,800	
1	14	PROGRAM APPROVAL DATES		(19)	(23) (24)	(33)	REMARKS	

JUL 24 1975

FHWA OREGON DIVISION

*DHV is 10

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AF ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 22, 1975

ION (43 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
approx. 3.0 mi. S.E. of Wallowa		100*	120	95	10	Oregon	41	075	61

ication	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
								RS-	32-106	(1)		

Rural Secondary

- -

COUNTY NAME	CODE	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Wallowa	063	S	32-106	Co. Rd.	- -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co. Rd., approx. 3.0 mi. S.E. of Wallowa	0.02	8,000	6,200	1,800		P.E. all phases. (Future const. on existing alignment of one reinforced concrete bridge approx. 80-ft. long)
	"Lostine Riv. (Wolfe) Br. Section"						ROW-60' normal; Access Control-none; Parking Restrictions-none.
	PROJECT TOTALS	0.02	8,000	6,200	1,800		

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ UPE ☑ ENGR. ☐ CE ☐ COOR. ☐ RE ☐ UE ☐ RPE ☐ AE ☐ UE

TES

REMARKS

*DHV is 10

SION

-OVER-

USCOMM DUBCOMM-DC 48908-P61

LOSTINE RIVER (WOLFE) BRIDGE SECTION

PROJECT NO. RS-32-106(1)

Existing Facility:

Roadway - - - - 16-foot graveled surface.
Structure - - - 80-foot steel pony truss mainspan with one 18-foot wood beam approach span (total length 98') all having a horizontal clearance of 16 feet.

Adjacent Sections: 16-foot gravel surfaced roadway.

Project Data: The work consists of all phases of preliminary engineering for the future construction of a reinforced concrete bridge, approximately 80 feet long with a horizontal clearance of 32 feet, to replace the existing narrow structure.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreements.
(b) District 13 Clearinghouse - - - Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-2 Requirements: To be submitted under separate action.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 2.

15

PRO-6-2

July 22, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-32-106(1)

We are submitting program data for one project, Item No. 61, Project No. RS-32-106(1), "Losting River (Wolfe) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Waiver of District 13 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

(2) Authorization to proceed with all phases of preliminary engineering.

JG:bz

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

July 22, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., approx. 3.0 mi. S.E. of Wallowa 21 65	**ADT**	PRESENT 100*	FUTURE 120 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RS- 14 23	NUMBER 32-106

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Wallowa					CODE 063 (14)
	NAME OF URBAN AREA - - 17-31	ROUTE NO. S	FEDERAL-AID 32-106 (32)	STATE Co. Rd. (36)	U.S. - - (37)		

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rd., approx. 3.0 mi. S.E. of Wallowa	0.02	8,000	6,200	1,800	
5					**ROW**							
5					**CONST** (CODE)		"Lostine Riv. (Wolfe) Br. Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.02	8,000	6,200	1,800	
1	14	PROGRAM APPROVAL DATES			(10) (23)	(24) (33)	REMARKS	

*DHV is 10

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 22, 1975

(45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
approx. 3.0 mi. S.E. of Wallowa	100*	120	95	10	Oregon	41	075	61

NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							RS-	32-106	(1)		

Rural Secondary

- -

COUNTY NAME: Wallowa CODE: 063

ROUTE NO. S FEDERAL-AID: 32-106 STATE: Co. Rd. U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co. Rd., approx. 3.0 mi. S.E. of Wallowa	0.02	8,000	6,200	1,800		P.E. all phases. (Future const. on existing alignment of one reinforced concrete bridge approx. 80-ft. long)
	"Lostine Riv. (Wolfe) Br. Section"						ROW-60' normal; Access Control-none; Parking Restrictions-none.
	PROJECT TOTALS	0.02	8,000	6,200	1,800		

REMARKS

*DHV is 10

-OVER-

USCOMM DUSCOMM-DC 48905-P61

LOSTINE RIVER (WOLFE) BRIDGE SECTION

PROJECT NO. RS-32-106(1)

Existing Facility:

Roadway - - - - 16-foot graveled surface.
Structure - - - 80-foot steel pony truss mainspan with one 18-foot wood beam approach span (total length 98') all having a horizontal clearance of 16 feet.

Adjacent Sections: 16-foot gravel surfaced roadway.

Project Data: The work consists of all phases of preliminary engineering for the future construction of a reinforced concrete bridge, approximately 80 feet long with a horizontal clearance of 32 feet, to replace the existing narrow structure.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreements.
(b) District 13 Clearinghouse - - - Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-2 Requirements: To be submitted under separate action.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 2.

8358

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE	June 2, 1975
TO	Mr. W. E. Schwartz Region 5 Engineer LaGrande
FROM	Robert H. Prange Rural Engineer County-City Unit
SUBJECT	Lostine River (Wolfe) Bridge Section FAS 32-106 Wallowa County

Robert H. Prange

The attached tabulation and map describes and locates the subject FAS-C project which was approved by the Transportation Commission at the May 30, 1975 meeting.

HR:scr

Attachment

cc: Walt Hart
J. H. Versteeg
Victor Wolfe
F. W. Yarbrough
C. T. Keasey

RECEIVED
JUN - 3 1975
ROAD DESIGN SECTION

Versteeg
1 A. Olson aol
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

PROPOSED FISCAL YEARS 1975 AND 1976
COUNTY FAS PROJECTS

County	FAS No.	Section and Description	Programmed Amount	State's Share
Wallowa	32-106	Lostine River (Wolfe) Bridge Section Structure and Approaches	$100,000	$11,000
		Total New Projects	$100,000	$11,000

CANCELLATION OF
PREVIOUSLY APPROVED PROJECTS

County	FAS No.	Section and Description	Programmed Amount
Lake	19-106 and 19-107	New Idaho School Loop Section	$208,000
		Total Cancellation	$208,000

75-d
5/14/75

WALLOWA COUNTY
Proposed FAS-C Project

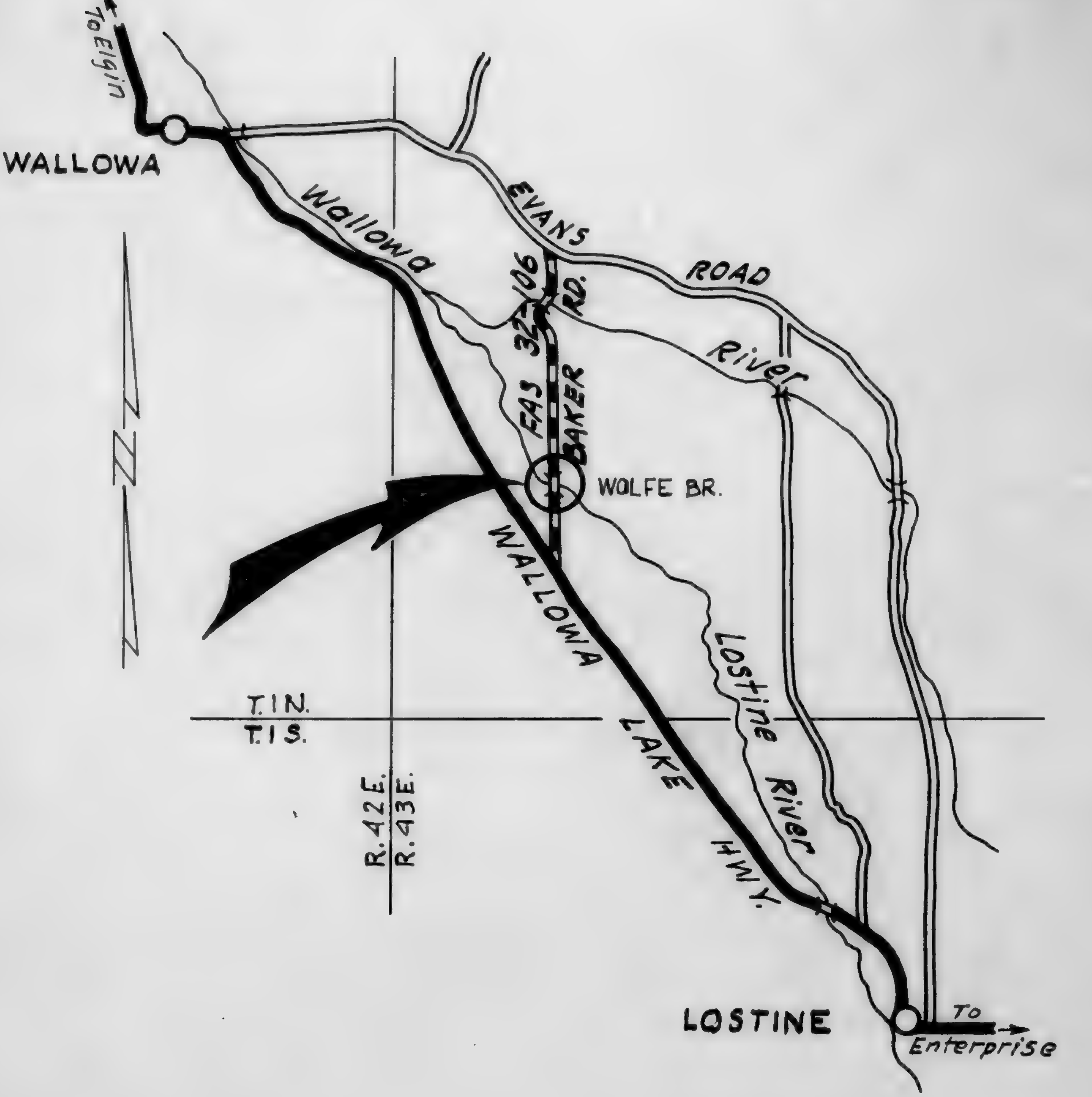
FAS 32-106 - Lostine River (Wolfe) Bridge Section; Structure and approaches; $100,000

Construct a reinforced concrete bridge with a 32-foot clear roadway with no sidewalks. Contractor is also to construct the approaches, remove the existing bridge, place riprap and install the guardrail on the approaches. Utilities and a private irrigation system are involved. No additional right-of-way is required.

State is to make survey, plans and award the contract.

County is to be responsible for the detour.

75-d
5/14/75



LOSTINE RIV. (WOLFE) BR.

BAKER ROAD **FAS 32-106**

Wallowa County

RE RME

L

COUNTY ROAD FAS-C PROJECT REQUEST

L

Name of County *Wallowa* FAS No. *32-106* Date *March 18, 1875*
County Road Name *Wolfe*
Section Name *Bill Wolfe Bridge*
Type of Project *Bridge Construction*
Location of Project (Attach sketch map) ______
ADT *100* Design Speed *50*

Is this request for county bridge design only? Yes ______ No *X*
county FAS bridge design? Yes *X* No ______
Will County hire consultant for this project? Yes ______ No *X*
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______ Total Travel Width ______
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ______ Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_________No_________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population___________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?_____________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____________________________

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____________________________

Remarks re Section I:_____________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream *Lostine River*

2. Name of bridge *Bill Wolfe*

3. Dimensions of existing bridge. Length *80* Roadway Width *16*

4. Type of design and material used in existing bridge. *80' steel pony truss with 15" WF stringers and corrugated metal deck. With 1-18' WF beam approach span.*

5. Location (please attach map with location marked): *"Project"*
Section *29-30* Township *1 North* Range *43* *E.*W.M.

6. Desired width of proposed bridge *32'* Approx. length *80'*
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No *X*
Upstream __________ Downstream __________ Width __________

8. Does County wish a particular type of bridge design? Yes *X* No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) *Full height re-inforced concrete abutments with prestressed concrete channel beam deck and substructure.*
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes *X* No ______
Explain *Will furnish material site for riprap and fill material.*

10. Foundation Testing: By County? Yes ______ No *X*
By State? Yes *X* No ______

11. Will County close road during construction? Yes *X* No ______

12. Can presently established road be used as detour? Yes ______ No *X*

13. Must a new detour be constructed? Yes *X* No ______

14. Will detour be constructed & maintained by County? Yes *X* No ______

15. Will detour be constructed & maintained by Contractor? Yes ______ No *X*

16. Will County sign project outside work area during construction?
Yes ______ No *X*

17. Will Contractor sign project outside work area during construction?
Yes *X* No ______

18. Approaches or Connections by County Yes ______ No *X*
by Contractor Yes *X* No ______
Traveled surface: Type *crushed rock* Width *24 feet*
Shoulder surface: Type *crushed rock* Width *8 feet - 4 ft. each side.*
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ______ No *X*

N.W. quadrant distance from structure ______________
N.E. quadrant distance from structure ______________
S.W. quadrant distance from structure ______________
S.E. quadrant distance from structure ______________

20. **Guardrail:** Desired on approaches or connections: Yes__X__ No_____
By County _______ Contractor__X__
Right side only? Yes______ No__X__
Both sides? Yes__X__ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes__X__ No_____
Salvaged by Contractor for County? Yes__X__ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_______ No__X__ Size__________
Company__________________________________
b. Sanitary sewer mains: Yes_______ No__X__ Size__________
Company__________________________________
c. Storm sewer: Yes_______ No__X__ Size__________
Company__________________________________
d. Gas mains: Yes_______ No__X__ Size__________
Company__________________________________
e. Power lines: Yes_______ No__X__ Size__________
Company__________________________________
f. Telephone lines: Yes_______ No__X__ Size__________
Company__________________________________
g. Other Utilities:__None__________________________

24. Does County wish provisions made for future utility attachment to structure? Yes_______ No__X__

25. Does County wish lightpost bases and conduit installed?
Yes_______ No__X__

26. Does County wish complete job of illumination in project?
Yes_______ No__X__

27. Is project contingent upon other factors? Yes__X__ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: *Oregon Wildlife Commission will probably request construction of abutments and other related river excavation be completed during July and August.*

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By Consultant? Yes ____ No X
   By County? Yes ____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By Consultant? Yes ____ No X
   By County? Yes ____ No X

4. **Does County desire center line to be permanently monumented as part of project? Yes ____ No X**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X**
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

(II-13) Detour to be constructed by Wallowa County and cannot be constructed on County Right of Way. (II-21) Bridge to be dismantled by Contractor and stockpiled along road right of way North of bridge.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum ____

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)
SEE REMARKS

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
Yes____ No X

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company: ____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: General Telephone Co.

13. Are utilities on existing right-of-way by permit ____ or
by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No____
If yes, give name of irrigation company or district Private Owner
Tom Willett
and dates between which water can be turned off: From ____
To Can be turned off at any time

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad ____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Construction easement will be acquired by County for detour. We may close road to public travel.

V. **MATERIAL SOURCES DATA**

1. Gravel ______ Quarry *X* Cinders ______

2. Owner: County *X* State ____ Private ____ Other ____

3. Location: *SE1/4 NE1/4* Section *19* Township *1 North* Range *43* E.W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow *X* Select Topping ____
Base Course *X* Level Course ____ Mineral Agregates ____
Location *Same as item #3 above.*
Miscellaneous Items *Riprap*

Remarks re Section V ______

VI. **FINANCIAL DATA**

1. Estimated Cost: $ *90,000.00*

2. Available FAS Funds $ ~~9,900.00~~ 252,000

3. Does County wish advancement of future Federal funds? Yes ____ No *X*
Amount ______

4. Date match money is available *Prior to contract award*

5. Will there be any 100% County money? Yes *X* No ____

6. Maximum amount of 100% County money available: $ ~~1,500.00~~ 53,000

7. Date County requests letting: *as soon as possible.*

Remarks re Section VI *Request salvage of metal stringers and probably the superstructure.*

UNUSUAL OR COMPLICATED CIRCUMSTANCES: *None.*

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By ______
County Commissioner

By ______
County Commissioner

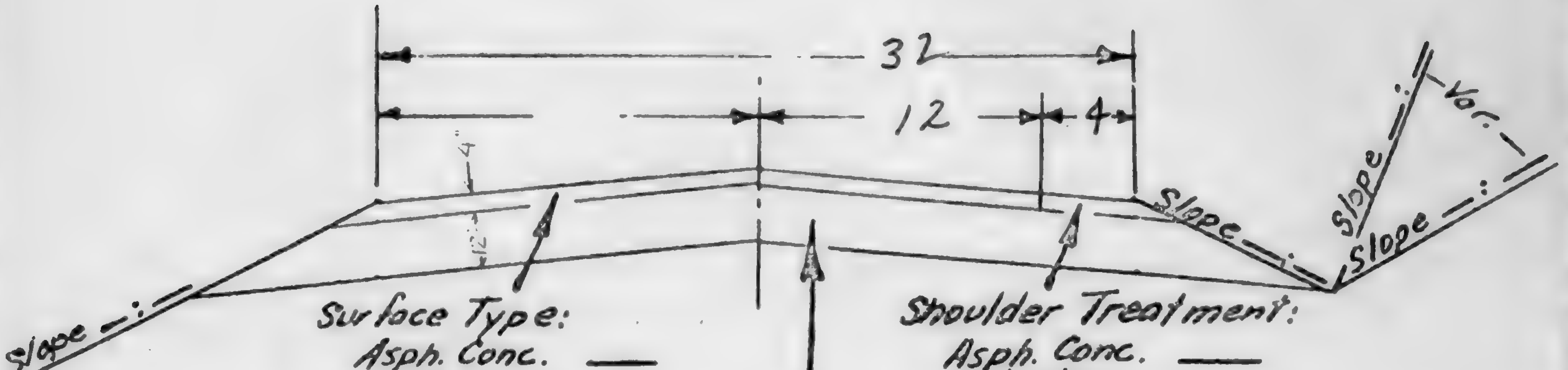
By ______
County Engineer or Roadmaster

County *WALLOWA*
Date *April 2, 1975*

______
O.S.H.D. Field Engineer

Date 4-25-75

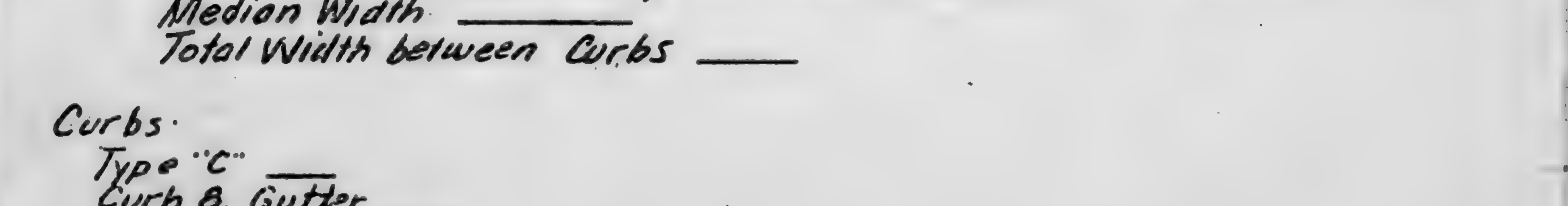
TYPICAL SECTION



Surface Type:
Asph. Conc. ____
Oil Mat ____
Other 4" CRUSHED ROCK

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other ____

Type of Base:
Pit or Quarry Run 12"
Crushed Stone ____
Asph. Treated ____
Cement Treated ____



No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ____
Gravel ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ____

83-6 13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Project
Cancellation of FAS-C Project

Attached are requests for an FAS-C project in Wallowa County and for cancellation of a previously approved project in Lake County.

The request for a project in Wallowa County is to replace the Wolfe Bridge over the Lostine River on FAS 32-106. The FAS-C funds required for this structure are estimated to be approximately $100,000. The State will contribute approximately $11,000 toward construction of this project.

copy cov 214 to Lake

The cancellation requested by Lake County is for the grading portion of the New Idaho School Loop Section on FAS 19-106 and 19-107. The project was approved by the Oregon Transportation Commission August 8, 1972. The County has also requested that we transfer $19,971 from their FAS funds to state highway funds to reimburse the Highway Division for preliminary engineering costs.

This will be an item on the May 30 meeting agenda.

Att.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. E. Skoog
G. L. Sund
J. H. Versteeg
L. W. Rulien
W. J. Hart
V. D. Wolfe
Gary Potter
C. M. Williams
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, OR 97850

Telephone 963-3177

Robert Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 7, 1975

Vern Russell
Director of Public Works
Wallowa County
Enterprise, OR 97828

Dear Vern:

I am returning your application for FAS-C Project, FAS 32-106, Bill Wolfe Bridge as further clarification is needed. Listed below are the items in question:

ok ✓ Section II, page 4, item 13. Identifies the need for a detour to be constructed.
Can the detour be constructed on county R/W? If so, please make the statement in the Remarks Section on page 6.

ok ✓ Section II, page 5, item 21. Identifies the existing structure will be salvaged for the County by the Contractor. Please identify in the Remarks Section on page 6 where the contractor should store or deliver the structure.

ok ✓ Section IV, page 7, item 2. Identifies no R/W will be needed. If the detour cannot be constructed on County R/W, please show that the detour would be placed on a Construction Easement and whether the State or County would obtain the Easement.

ok ✓ Section VI, page 9, item 2. Identifies available FAS funds as $9,900. My balance sheet shows $252,000 available.

Item 6. shows $1,500 available from the County. 11% of $90,000 would be $9,900.

ok — Also it is noted no depths of surfacing or base are shown on the typical section.

Please return the application with the appropriate comments and/or corrections at your earliest convenience.

Sincerely,

W. E. Schwartz

By

Roger C Lang
Roger C. Lang
Regional Federal Aid Engr.

RCL:fv

Attachments

cc: Don Harwell

fas 32-106
Wallowa

L

L

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County *Wallowa* FAS No. *32-106* Date *March 18, 1875*
County Road Name *Wolfe*
Section Name *Bill Wolfe Bridge*
Type of Project *Bridge Construction*
Location of Project (Attach sketch map) ____
ADT *100* Design Speed *50*

Is this request for county bridge design only? Yes ____ No *X*
county FAS bridge design? Yes *X* No ____
Will County hire consultant for this project? Yes ____ No *X*
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

Transp Comm
app'd
May 31, 1975

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population___________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No____________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust tructure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream *Lostine River*

2. Name of bridge *Bill Wolfe*

3. Dimensions of existing bridge. Length *80* Roadway Width *16*

4. Type of design and material used in existing bridge. *80' steel pony truss with 15" WF stringers and corrugated metal deck. With 1-18' WF beam approach span.*

5. Location (please attach map with location marked): *"Project"*
Section *29-30* Township *1 North* Range *43* E.W.M.

6. Desired width of proposed bridge *32'* Approx. length *80'*
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No X
Upstream__________ Downstream___________ Width___________

8. Does County wish a particular type of bridge design? Yes X No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) *Full height re-inforced concrete abutments with prestressed concrete channel beam deck and substructure.*
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes X No______
Explain *Will furnish material site for riprap and fill material.*

10. Foundation Testing: By County? Yes______ No X
By State? Yes X No______

11. Will County close road during construction? Yes X No______

12. Can presently established road be used as detour? Yes______ No X

13. Must a new detour be constructed? Yes X No______

14. Will detour be constructed & maintained by County? Yes X No______

15. Will detour be constructed & maintained by Contractor? Yes______ No X

16. Will County sign project outside work area during construction?
Yes______ No X

17. Will Contractor sign project outside work area during construction?
Yes X No______

18. Approaches or Connections by County Yes______ No X
by Contractor Yes X No______
Traveled surface: Type *crushed rock* Width *24 feet*
Shoulder surface: Type *crushed rock* Width *8 feet - 4 ft. each side.*
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No X

N.W. quadrant distance from structure_______________
N.E. quadrant distance from structure_______________
S.W. quadrant distance from structure_______________
S.E. quadrant distance from structure_______________

20. **Guardrail:** Desired on approaches or connections: Yes X No
By County Contractor X
Right side only? Yes No X
Both sides? Yes X No
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes No X
Use for detour? Yes No X
Removed by County? Yes No X
Removed by Contractor? Yes X No
Salvaged by Contractor for County? Yes X No
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes No X
By Contractor? Yes X No

23. **Will any of the following utilities be attached to this structure?**
a. **Water mains:** Yes No X Size
Company
b. **Sanitary sewer mains:** Yes No X Size
Company
c. **Storm sewer:** Yes No X Size
Company
d. **Gas mains:** Yes No X Size
Company
e. **Power lines:** Yes No X Size
Company
f. **Telephone lines:** Yes No X Size
Company
g. **Other Utilities:** None

24. **Does County wish provisions made for future utility attachment to structure?** Yes No X

25. **Does County wish lightpost bases and conduit installed?**
Yes No X

26. **Does County wish complete job of illumination in project?**
Yes No X

27. **Is project contingent upon other factors?** Yes X No
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: *Oregon Wildlife Commission will probably request construction of abutments and other related river excavation be completed during July and August.*

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By Consultant? Yes ____ No X
   By County? Yes ____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By Consultant? Yes ____ No X
   By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No x
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

(II-13) Detour to be constructed by Wallowa County and cannot be Constructed on County Right of Way. (II-21) Bridge to be dismantled by Contractor and stockpiled along road right of way North of bridge

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum ____

2. Is any additional right-of-way needed? Yes____ No X____ (If answer is Yes, a hearing must be offered)
SEE REMARKS

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
Yes____ No X

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company: ____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: General Telephone Co.

13. Are utilities on existing right-of-way by permit ____ or
by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No____
If yes, give name of irrigation company or district Private Owner
Tom Willett
and dates between which water can be turned off: From ____
To Can be turned off at any time

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad ____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) ________________(Right)

19. Number of Trains: Passenger____________ Speed____________
Freight______________ Speed____________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Construction easement will be aquired by County for detour. We may close road to public travel.

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry X Cinders _____

2. Owner: County X State _____ Private _____ Other _____

3. Location: SE1/4 NE1/4 Section 19 Township 1 North Range 43 E.W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow X Select Topping _____
   Base Course X Level Course _____ Mineral Agregates _____
   Location Same as item #3 above.
   Miscellaneous Items Riprap

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 90,000.00

2. Available FAS Funds $ ~~9,900.00~~ 252,000

3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____

4. Date match money is available Prior to contract award

5. Will there be any 100% County money? Yes X No _____

6. Maximum amount of 100% County money available: $ ~~1,500.00~~ 53,000

7. Date County requests letting: as soon as possible.

Remarks re Section VI Request salvage of metal stringers and probably the superstructure.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

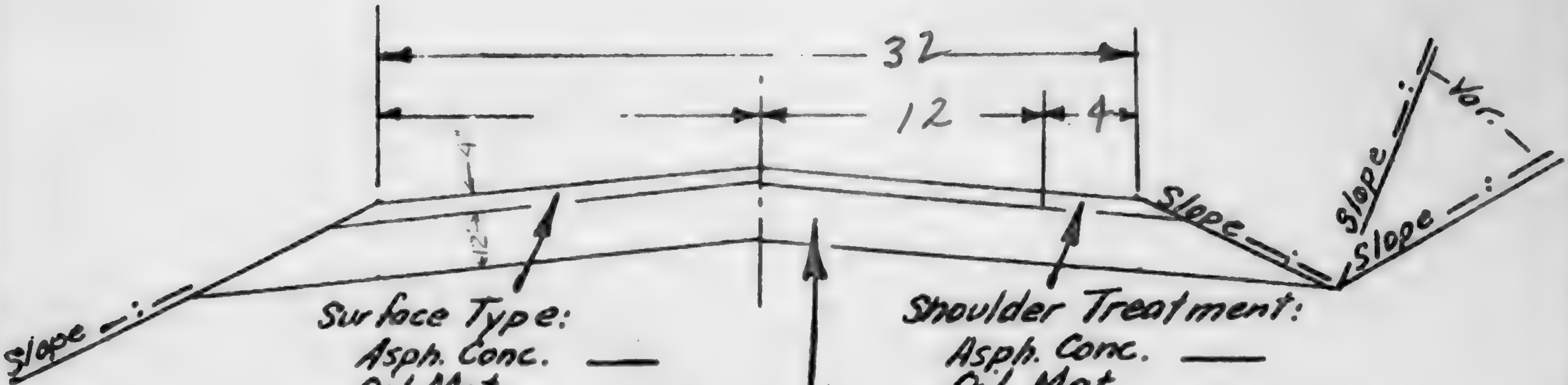
By _____
County Engineer or Roadmaster

County WALLOWA
Date April 2, 1975

_____
O.S.H.D. Field Engineer

Date 4-25-75

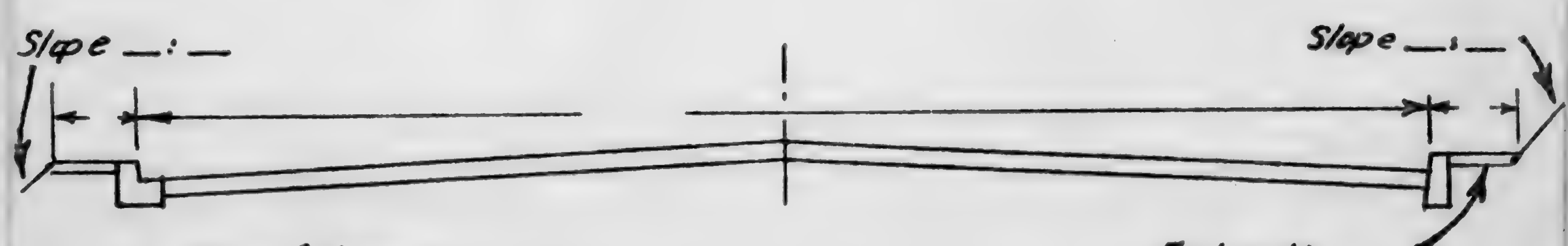
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other 4" CRUSHED ROCK

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

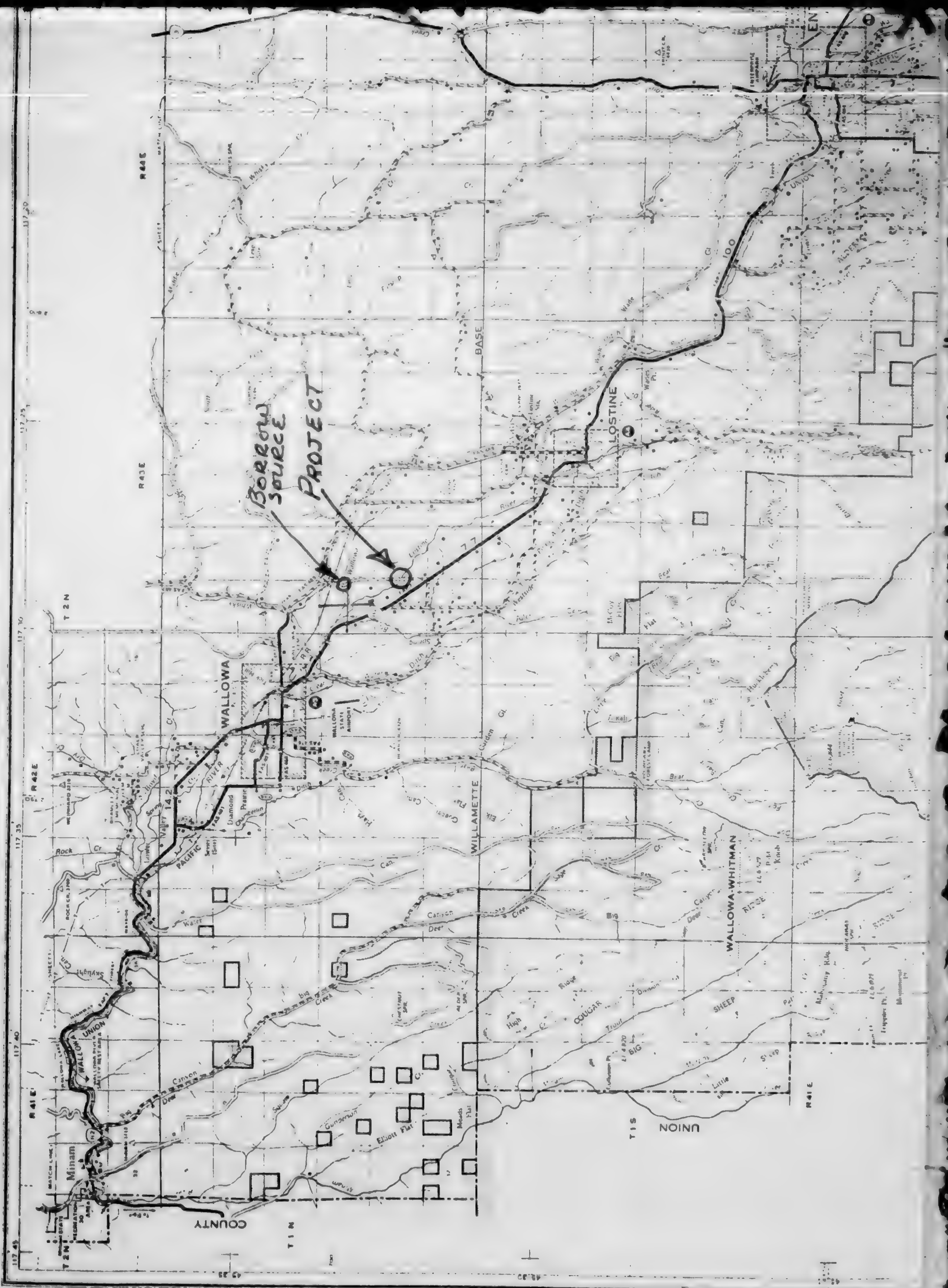
Type of Base:
Pit or Quarry Run 12"
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


BORROW SOURCE
PROJECT
WALLOWA
LOSTINE
Minam
WALLOWA STATE AIRPORT
PACIFIC
UNION
RIVER
WILLAMETTE
BASE
WALLOWA-WHITMAN
COUGAR
SHEEP
BIG
RIDGE
High Ridge
Diamond Prairie
Rock Cr.
Big Canyon
Deer Cr.
Elliott Flat
UNION
COUNTY
R 41 E
R 42 E
R 43 E
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T 1 N
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82
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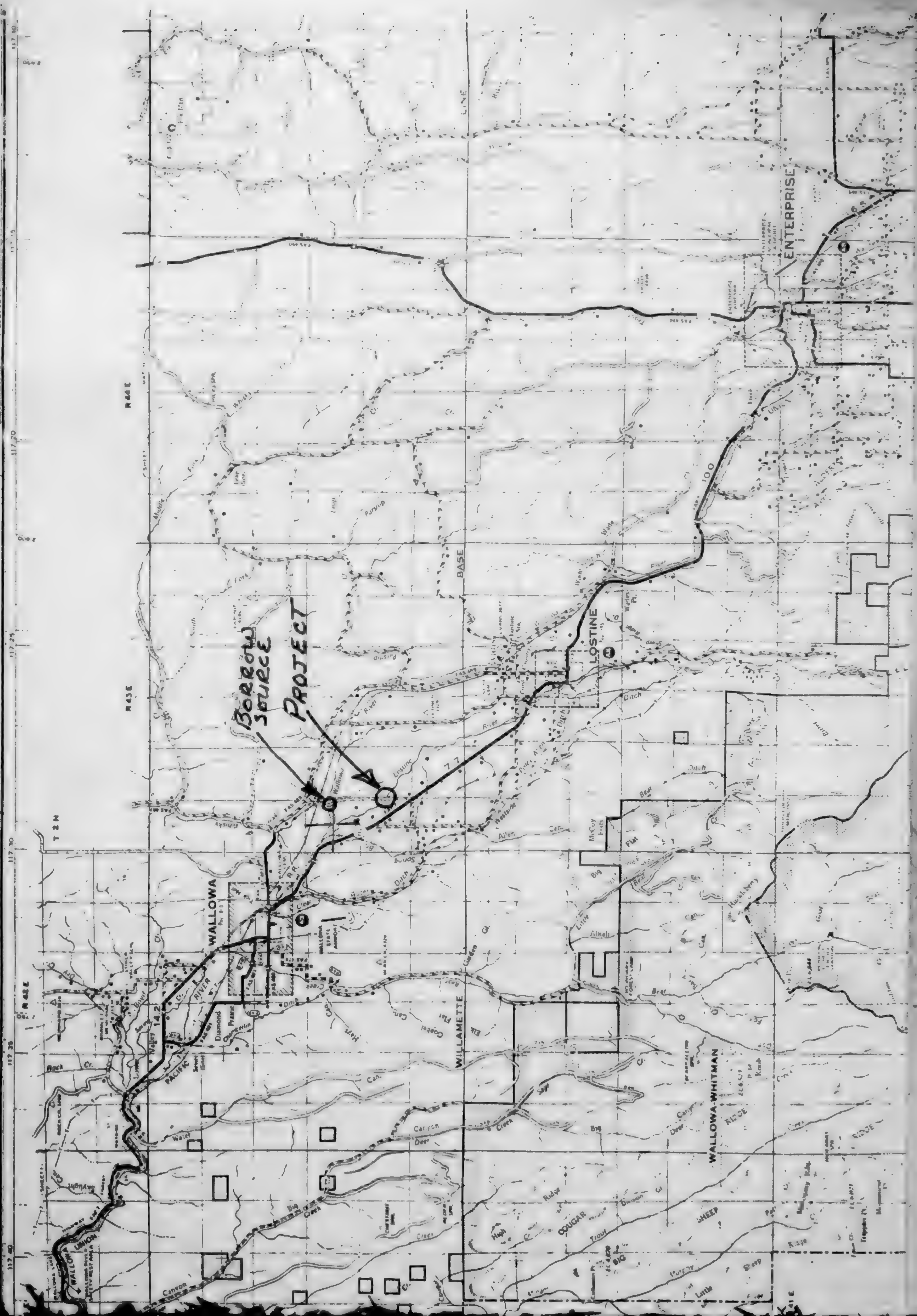
142


BORROW SOURCE
PROJECT
ENTERPRISE
LOSTINE
WALLOWA
WALLOWA STATE AIRPORT
WILLAMETTE
BASE
LINE
WALLOWA-WHITMAN
R44E
R43E
R42E
T2N
117 30
117 35
117 40
100
77
142
PACIFIC
RIVER
Lostine
River
Ditch
Diamond
Parsnip
Bear
Flat
Big
McCoy
Alkali
Little
Huckleberry
Deer
Canyon
Water
Big Creek
Cougar
Sheep
Ridge
High
Dixon Cr.
Trout
Big
Little Sheep
Canyon
Lake
Whiskey
Clear
Elk
Flat
Can.
Cr.

8358 Lostine River (Wolfe) Br. 1976
Sec. S. of Wallowa
(Grade, base & structure)

C & A 5600 3-23-76

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67606-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wallowa County Court
Courthouse
Enterprise, OR 97824
Attention of Hon. Marion W. McCrae
Co. Judge

Request No. (assigned by staff engineer or head of section) CC 1853
Date July 12, 1978
Payer's Order No. (if any)
Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Lostine River (Wolfe) Bridge Section
FAS 32-106
Covered by Agreement #5600, dated 3/23/76

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		To be refunded to the County		$2,600.00
(Please forward copy of itemized statement to County with refund)				

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 13,200.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,600.00

Give the number of the last previous request in connection with this same service.

Credit distribution: 532-1044-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8359 Clackamas River (McLoughlin) 1976
Br. on Pac. Hwy. E.
(Maintenance painting)

8359 13

December 9, 1976

Industrial Indemnity Co.
720 S. W. Washington
Portland, OR 97205

Attention: Bond Department

Gentlemen:

On December 2, 1976, we wrote to you concerning release of final payment on Contract No. 8359 awarded to Industrial Painting and Sandblasting Co., for maintenance painting of the Clackamas River (McLoughlin) Bridge on the Pacific Highway East in Clackamas County.

Final payment on this contract is $500 and the total contract amount is $197,000. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Industrial Painting & Sandblasting Co.
15901 S. Park Ct.
Oregon City, OR 97045

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

8359 15

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas River (McLoughlin) Bridge

WEEK ENDING: October 29, 1976

SECTION PREFIX: 3-4215

HIGHWAY: Pacific Highway East

COUNTY: Clackamas

NAME OF JOB: Clackamas River (McLoughlin) River

KIND OF WORK: Maintenance Painting

CONTRACTOR: Industrial Painting and Sandblasting

CONTRACT NUMBER: 8359

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: June 23, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 31, 1976

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 228,135.00

EXCLUSIVE OF ENGINEERING: $ 210,045.00

ENGINEERING AUTHORIZATION: $ 18,090.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 210,045.00

ENGINEERING COST TO DATE: $ 12,582.94

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 69.6 %

DATE PROJECT WAS COMPLETED: October 12, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Cloudy			
MONDAY 25	Cloudy			
TUESDAY 26	Partly Cloudy			
WEDNESDAY 27	Partly Cloudy			
THURSDAY 28	Rain Showers			
FRIDAY 29	Cloudy			
SATURDAY 23	Cloudy Showers			

RECEIVED
NOV 1 1976
CONSTRUCTION SECTION

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No activity.
25 MONDAY	No activity.
26 TUESDAY	No activity.
27 WEDNESDAY	No activity.
28 THURSDAY	No activity.
FRIDAY 29	No activity.
24 SATURDAY	No activity.

REMARKS

SUMMARY OF WEEKS ACTIVITY:

No activity all week. Project completed.

Region One office made their final inspection on 10-20-76.

The Semi-Final Estimate was sent in on October 27, 1976.

This is the final weekly report.

SIGNED LOCATION Portland

Howard R. Harris, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8359

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 29, 1975
Salem, Oregon

FILE: ~~BR 1617C~~ c

FROM: Paul A. Anderson
Bridge Office Engineer

TO: C. E. Layton
Cost Analysis
Construction

SUBJECT:

Clackamas River (McLaughlin) Br.
Maintenance Painting
September 25 Bid Opening

Our original estimate was in error; it was based on 515 tons of steel to be painted. The correct weight is 884 tons.

Original Estimate = 515 x $125 = $ 64,375
Revised Estimate = 884 x $125 = $110,500

The low bid of $89,000 is $21,500 below our revised estimate and we recommend that it be accepted.

PAA/ag

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
J. B. Boyd

NOTED
E. S. HUNTER

Fred
I recommend
we award
this one.
ESH

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
F. B. KLABOE

8361 Silver Point Slide Sec. of 1976
Oregon Coast Hwy S of Cannon Beach
(Slide correction)

#7361

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 —732-628

9

STATE COPY

3-6-78

U.S. DE[illegible]TMENT OF TRA[illegible]ORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
OSHD (Coulter)
WASH DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Clatsop	DIVISION OREGON
DATE OF REPORT 3-6-78	REPORT MADE BY Vincent Tabor, Asst Area Engr		PROJECT NO. ER-281(4)
COMPLETION DATE a. 10-11-74 * b. 9-29-76 **	ACCEPTANCE DATE BY CONTRACT AGENCY a. 9-8-75 * b. 9-29-76 **	TIME ELAPSED a. 100% * b. 100% ** %	CONTRACT TIME a. fixed date * b. 100 days **
APPROVED EXTENSIONS None	LOCATION US 101 - 5.8 miles South of Cannon Beach Junction (MP 31.8 to MP 32.1)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SILVER POINT SLIDE

This project consisted of preliminary engineering and temporary repair, and permanent repairs under two State contracts to repair the subject slide damage caused by the January 1974 storm.

The following overall costs were expended in stabilizing the slide:

	PE & Temp. Repair Non Contract	Temp. Repair * Contract (a)	Perm. Repair ** Contract (b)
Orig. Est	$ 253,504.61	222,355.58	573,967.51
Final Est.	$ same	183,354.88	607,746.90

The PR-47's, Materials Certification, and other supporting documentation has been received, and the Emergency Relief Project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
MAR 9'78
REFER TO
FOR

COPY SENT
MAR 8 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE /s/ W. H. Kappus W. H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 3-7-78	TITLE Field Operations Engineer DATE 3-7-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTME F TRANSPORTATION - FEDERAL HIGHWAY ADM TRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — To be completed by Washington Headquarters Personnel: 2 – 4 | 5 – 8 | 9 – 12 | 13 – 15 | 16 – 18 | 19 – 22 | 23 – 24 | 25 – 27 | 28 – 30 | 31 – 33

PART A *(To be completed by FHWA or State Highway Personnel. See instructions on reverse))*

STATE Oregon	COUNTY Clatsop	FEDERAL PROJECT NO. ER-281(4)	URBAN ( ) RURAL (X)

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft)
.	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	548,876	
21	LENGTH OF PROJECT	MILES	.419	

DATE STARTED: July 9, 1974

DATE COMPLETED: September 30, 1974

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse - REMARKS - Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	8647	90,838

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	190,790	
	9	PETROLEUM PRODUCTS	GAL.	30,900	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.	3,701	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	738	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	313	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	1,632	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52 | 53 – 61 | 62 – 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		8	7389
		12	2808
		15	666
		18	163
		24	44
CARD M	26	~~[illegible]~~	
		36	50

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches, and [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe [illegible]

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quanti

8361·

FORM APPROVED **RCS HNG-30-02**
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL					
To be completed by Washington Headquarters Personnel	2–4	5–8	9–12	13–15	
	16–18	19–22	23–24	25–27	28–30	31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD	STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
A	Oregon	Clatsop	ER-281(4)	URBAN ☐ RURAL ☒

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A		CONSTRUCTION TYPE CODES		6201		DATE STARTED July 13, 1976
A	20	FINAL CONSTRUCTION COST	DOL.	163,155		DATE COMPLETED September 29, 1976
A	21	LENGTH OF PROJECT	MILES	.294		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	TOTAL MAN HOURS	GROSS EARNINGS
A	30	LABOR	2,194	25,578

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	47,301	
B	9	PETROLEUM PRODUCTS	GAL.	7,337	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.	805	
C	92	AGGREGATES PURCHASED	CU. YD.	67	
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD FT		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	22	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,498	
E	15	AGGREGATES PRODUCED	TON		
E	95	AGGREGATES PRODUCED	CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.	325	
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CARD				
G	48–52	53–61	62–70	

CULVERT ITEMS

CARD	ITEM	DESCRIPTION	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	8	708
			12	240
J	13	CONCRETE PIPE		
K	14	CLAY PIPE AND DRAIN TILE		
L	25	CORR. ALUMINUM CULVERT		
M	26	CAST IRON PIPE		

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total q[illegible]ties.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8361

Order No. 8

Section Silver Point Slide

Date April 7, 1977

Highway Oregon Coast

F.A.P. No. ER-281(4)

County Clatsop

Prefix 4-1020 Account No.

Description of Work To Be Done: Install subsurface drainage trench in upper portion of the slide area.

Location by Station Numbers: Sta. 380+00± to Sta. 400+00±; entire project.

Estimate of Quantities and Costs:

Labor	= $8,000.00
Equipment	= $4,000.00
Materials	= $3,000.00
Total	= $15,000.00

Explanation: To increase degree of stability of slide mass a subsurface drain is being installed to drain away ground water trapped in upper portion of slide mass.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $15,000.00 for work under this order $

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
for
Construction Engineer

4-27-77

SP*79602-734

8361

December 1, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8361 awarded to Osburn & Davis Construction Co. for work on the Silver Point Slide Section of the Oregon Coast Highway in Clatsop County was completed on September 29, 1976, and accepted by the State Highway Engineer on November 24, 1976.

Final payment in the amount of $1,000.00 will be released to the contractor after December 6, 1976. The total contract amount is $125,562.53 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Osburn & Davis Construction Co.
12255 S.E. 282nd Ave.
Boring, OR 97009

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

836

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER [illegible]-11-1		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER	[illegible]	Project Number ER-281(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on ~~March 23~~ July 15, 19~~76~~ 74 Ch.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,139,193.00	$ 1,162,193.00
Federal funds	$ 1,139,193.00	$ 1,162,193.00
Other revisions		

This modification is made for the following reasons:

To include funds to cover preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon October 14, 1976

Federal Aid Project
No. ER-281(4)

SILVER POINT SLIDE
OREGON COAST HIGHWAY
CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$183,000.00
	Total	$183,000.00

Type Code 6201
Temporary Repairs (State Forces)

Labor	All Required	$ 49,002.00
Equipment	" "	12,050.00
Material	" "	33,201.00
Standby Grader (15 Weeks)	" "	53,355.00
Outside Equipment Rental	" "	42,540.00
	Total	$190,148.00

Type Code 6201 (First Contract)
Roadway (Sta. 387+50 to Sta. 409+07.23 Bk. = Sta. 409+42.45 Ah. to Sta. 410+00)

Mobilization	All	Required		$ 23,625.75
Temporary Prot. & Direction of Traffic	"	"		3,100.00
Temporary Signs	270	sq.ft.	4.80	1,296.00
Temporary Plastic Safety Markers	12	only	41.00	492.00
Flagmen	380	hour	11.30	4,294.00
Clearing & Grubbing	20	acre	2,000.00	40,000.00
Selective Tree Cutting	60	only	3.00	180.00
Removal of Structures & Obstructions	All	Required		1,000.00
Ditch Excavation	30	cu.yd.	3.90	117.00
General Excavation	58,200	cu.yd.	2.18	126,876.00
Rock Embankment	4,500	cu.yd.	6.00	27,000.00
Trench Excavation	800	cu.yd.	3.90	3,120.00
Tractor with Dozer	80	hour	45.00	3,600.00
Obliteration of Roadway	All	Required		500.00
Watering	80	M-gal.	1.00	80.00
1"-0 Aggregate Base	2,260	ton	7.00	15,820.00
Class "C" Asphalt Concrete	760	ton	20.00	15,200.00
12-inch Culvert Pipe	80	lin.ft.	10.00	800.00
18-inch " "	70	" "	10.00	700.00
36-inch " "	80	" "	21.50	1,720.00

Concrete Manhole	1 only	800.00	800.00
Concrete Inlets, Type D	1 "	280.00	280.00
Corr. Metal Catch Inlets	36 "	365.00	13,140.00
8 -inch Drain Pipe	7,600 lin.ft.	5.15	39,140.00
12-inch " "	1,950 " "	7.15	13,942.50
15-inch " "	830 " "	11.20	9,296.00
18-inch " "	60 " "	20.00	1,200.00
Special Filter Material in Drains	660 cu.yd.	6.80	4,488.00
Metal Pipe Slope Anchors	130 only	50.00	6,500.00
Guardrail, Type 2A	330 lin.ft.	17.10	5,643.00
Guardrail Anchors, Type 1	1 only	250.00	250.00
Guardrail Anchors, Type 2	1 "	305.00	305.00
Rail End Pieces, Type C	1 "	128.00	128.00
Guide Posts	16 "	18.00	288.00
Roadside Seeding and Fertilizing	30 acre	225.90	6,777.00
			$371,698.25

Additional Items

Slide Correction	All Required	$ 50,000.00
Construct Horizontal Drains	" "	40,000.00
Permanent Striping	" "	200.00
Temporary Erosion Control	" "	2,000.00
Drainage of Springs	" "	20,000.00
Mulching	" "	12,000.00
On-the-Job Trainees (1 @ $800)	" "	800.00
		$125,000.00
	Subtotal	$496,698.25
	Engineering	67,053.75
	TOTAL	$563,752.00

Type Code 6201 (Second Contract)
Roadway (Sta. 382+50 to Sta. 398+00)

Mobilization	All Required		$ 5,000.00
Temporary Prot. & Direction of Traffic	" "		6,000.00
Temporary Signs	340 sq.ft.	7.00	2,380.00
Flagmen	400 hour	15.00	6,000.00
Pilot Car	80 "	17.50	1,400.00
General Excavation	22,000 cu.yd.	2.25	49,500.00
Trench Excavation	120 cu.yd.	6.00	720.00
Tractor with Dozer	30 hour	50.00	1,500.00
Watering	16 M-gal.	20.00	320.00
Aggregate Base	1,000 ton	5.54	5,540.00
Class "C" Asphalt Concrete	1,720 "	21.50	36,980.00
8 -inch Culvert Pipe	110 lin.ft.	4.50	495.00
12-inch " "	168 " "	8.00	1,344.00

8 -inch Slip Joints	1 only	100.00	100.00
12-inch " "	4 "	105.00	420.00
Concrete Inlets, Type G-1	1 "	375.00	375.00
Install Metal Inlets	3 "	50.00	150.00
8 -inch Drain Pipe	600 lin.ft.	5.00	3,000.00
Special Filter Material in Drains	110 cu.yd.	15.00	1,650.00
Salvage & Reinstall Concrete Barrier	250 lin.ft.	11.90	2,975.00
Install Concrete Barrier	325 " "	13.56	4,407.00
Concrete Barrier Terminal	2 only	550.00	1,100.00
Adjusting Manholes	2 "	265.00	530.00
Adjusting Inlets	2 "	120.00	240.00
Roadside Seeding & Mulching	8 acre	632.00	5,056.00
			$137,182.00

Anticipated Items			
Slide Correction (E.W.	All Required		$ 20,000.00
Permanent Signing (S.F.)	" "		1,000.00
Permanent Pavement Striping (S.F.)	" "		1,000.00
Stage Construction Striping (S.F.)	" "		500.00
Temporary Erosion Control (E.W.)	" "		2,500.00
Horizontal Drains (S.F.)	" "		30,000.00
Reflectors on Concrete Barriers	" "		200.00
Remove & Construct Curbs (S.F.)	" "		1,000.00
State-furnished Concrete Barriers (S.F)	325 lin.ft.	4.50	1,462.50
State-furnished Slope Anchors (S.F.)	8 only	35.00	280.00
State-furnished Metal Inlets (S.F.)	3 "	261.00	783.00
			$ 58,725.50
	Subtotal		$195,907.50
	Engineering		29,385.50
	TOTAL		$225,293.00

Length of Roadway (First Contract - - - 0.420 Mile
Cost of Roadway Per Mile- - - - - - - - - $1,342,266.67

Length of Roadway (Second Contract) - - 0.294 Mile
Cost of Roadway Per Mile- - - - - - - - $766,302.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 183,000	$ 183,000
Temporary Repairs	190,148	190,148
Permanent Repairs (Contract No. 8024)	563,752	563,752
Permanent Repairs (Contract No. 8361)	225,293	225,293
TOTALS	$1,162,193	$1,162,193

1st Contract	2nd Contract
Group 1 - 100%	Group 1 - 100%
Contract No. 8024	Contract No. 8361
Prefix: 4-1013	Prefix: 4-1020
Prefix: 4-1922 P.E. Prefix: 4-1410-01 P.E.	

836

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 1	6-7-76	Project Number ER-281(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 15, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 860,900	$ 1,139,193
Federal funds	$ 860,900	$ 1,139,193
Other revisions		

This modification is made for the following reasons: To include additional contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of June, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Acting Assistant State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Oregon State Highway Division
Salem, Oregon, June 9, 1976

Federal-aid Project
No. ER-281(4)

SILVER POINT SLIDE
OREGON COAST HIGHWAY
CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$160,000.00
	Total	$160,000.00

Type Code 6201
Temporary Repairs (State Forces)

Labor	All Required	$ 49,002.00
Equipment	All Required	12,050.00
Material	All Required	33,201.00
Standby Grader (15 Weeks)	All Required	53,355.00
Outside Equipment Rental	All Required	42,540.00
	Total	$190,148.00

Type Code 6201 (First Contract)
Roadway (Sta. 387+50 to Sta. 409+07.23 Bk. = Sta. 409+42.45 Ah. to Sta. 410+00)

Mobilization	All Required		$ 23,625.75
Temporary Protection and Direction of Traffic	All Required		3,100.00
Temporary Signs	270 sq.ft.	4.80	1,296.00
Temporary Plastic Safety Markers	12 only	41.00	492.00
Flagmen	380 hour	11.30	4,294.00
Clearing and Grubbing	20 acre	2,000.00	40,000.00
Selective Tree Cutting	60 only	3.00	180.00
Removal of Structures and Obstructions	All Required		1,000.00
Ditch Excavation	30 cu.yd.	3.90	117.00
General Excavation	58,200 cu.yd.	2.18	126,876.00
Rock Embankment	4,500 cu.yd.	6.00	27,000.00
Trench Excavation	800 cu.yd.	3.90	3,120.00

Tractor with Dozer	80 hour	45.00	3,600.00
Obliteration of Roadway	All Required		500.00
Watering	80 M-gal.	1.00	80.00
1" - 0 Aggregate Base	2,260 ton	7.00	15,820.00
Class "C" Asphalt Concrete	760 ton	20.00	15,200.00
12-inch Culvert Pipe	80 lin.ft.	10.00	800.00
18-inch Culvert Pipe	70 lin.ft.	10.00	700.00
36-inch Culvert Pipe	80 lin.ft.	21.50	1,720.00
Concrete Manhole	1 only	800.00	800.00
Concrete Inlets, Type D	1 only	280.00	280.00
Corr. Metal Catch Inlets	36 only	365.00	13,140.00
8-inch Drain Pipe	7,600 lin.ft.	5.15	39,140.00
12-inch Drain Pipe	1,950 lin.ft.	7.15	13,942.50
15-inch Drain Pipe	830 lin.ft.	11.20	9,296.00
18-inch Drain Pipe	60 lin.ft.	20.00	1,200.00
Special Filter Material in Drains	660 cu.yd.	6.80	4,488.00
Metal Pipe Slope Anchors	130 only	50.00	6,500.00
Guard Rail, Type 2A	330 lin.ft.	17.10	5,643.00
Guard Rail Anchors, Type 1	1 only	250.00	250.00
Guard Rail Anchors, Type 2	1 only	305.00	305.00
Rail End Pieces, Type C	1 only	128.00	128.00
Guide Posts	16 only	18.00	288.00
Roadside Seeding and Fertilizing	30 acre	225.90	6,777.00
			$371,698.25

Additional Items		
Slide Correction	All Required	$ 50,000.00
Construct Horizontal Drains	All Required	40,000.00
Permanent Striping	All Required	200.00
Temporary Erosion Control	All Required	2,000.00
Drainage of Springs	All Required	20,000.00
Mulching	All Required	12,000.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$125,000.00
	Subtotal	$496,698.25
	Engineering	67,053.75
	Total	$563,752.00

Type Code 6201 (Second Contract)
Roadway (Sta. 382+50 to Sta. 398+00)

Mobilization	All	Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All	Required		6,000.00
Temporary Signs	340	sq.ft.	7.00	2,380.00
Flagmen	400	hour	15.00	6,000.00
Pilot Car	80	hour	17.50	1,400.00
General Excavation	22,000	cu.yd.	2.25	49,500.00
Trench Excavation	120	cu.yd.	6.00	720.00
Tractor with Dozer	30	hour	50.00	1,500.00
Watering	16	M-gal.	20.00	320.00
Aggregate Base	1,000	ton	5.54	5,540.00
Class "C" Asphalt Concrete	1,720	ton	21.50	36,980.00
8-inch Culvert Pipe	110	lin.ft.	4.50	495.00
12-inch Culvert Pipe	168	lin.ft.	8.00	1,344.00
8-inch Slip Joints	1	only	100.00	100.00
12-inch Slip Joints	4	only	105.00	420.00
Concrete Inlets, Type G-1	1	only	375.00	375.00
Install Metal Inlets	3	only	50.00	150.00
8-inch Drain Pipe	600	lin.ft.	5.00	3,000.00
Special Filter Material in Drains	110	cu.yd.	15.00	1,650.00
Salvage and Reinstall Concrete Barrier	250	lin.ft.	11.90	2,975.00
Install Concrete Barrier	325	lin.ft.	13.56	4,407.00
Concrete Barrier Terminal	2	only	550.00	1,100.00
Adjusting Manholes	2	only	265.00	530.00
Adjusting Inlets	2	only	120.00	240.00
Roadside Seeding and Mulching	8	acre	632.00	5,056.00
				$137,182.00

Anticipated Items

Slide Correction (E.W.)	All	Required		$ 20,000.00
Permanent Signing (S.F.)	All	Required		1,000.00
Permanent Pavement Striping (S.F.)	All	Required		1,000.00
Stage Construction Striping (S.F.)	All	Required		500.00
Temporary Erosion Control (E.W.)	All	Required		2,500.00
Horizontal Drains (S.F.)	All	Required		30,000.00
Reflectors on Concrete Barriers	All	Required		200.00
Remove and Construct Curbs (S.F.)	All	Required		1,000.00
State-furnished Concrete Barriers (S.F.)	325	lin.ft.	4.50	1,462.50

State-furnished Slope Anchors (S.F.)	8 only	35.00	280.00
State-furnished Metal Inlets (S.F.)	3 only	261.00	783.00
			$ 58,725.50
	Subtotal		$195,907.50
	Engineering		29,385.50
	Total		$225,293.00

Length of Roadway (First Contract) - - - - 0.420 Mile
Cost of Roadway Per Mile - - - - - - - - - - $1,342,266.67

Length of Roadway (Second Contract) - - - 0.294 Mile
Cost of Roadway Per Mile - - - - - - - - - - $ 766,302.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 160,000	$ 160,000
Temporary Repairs	190,148	190,148
Permanent Repairs (Contract No. 8024)	563,752	563,752
Permanent Repairs (Contract No. 8361)	225,293	225,293
Totals	$1,139,193	$1,139,193

1st Contract	2nd Contract
Group 1 - 100%	Group 1 - 100%
Contract No. 8024	Contract No. 8361
Prefix: 4-1013	Prefix: 4-1020

Prefix: 4-1922 P.E.
Prefix: 4-1410-01 P.E.

~~8027~~ 8361

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-7-28 7-10-36	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-15-74	COUNTY Clatsop PROJECT NO. ER-221(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 5.8 Mi. S. of Cannon Beach Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING		1-14-74	0.42
RIGHTS-OF-WAY			
CONSTRUCTION	Temp. Perm.	1-14-74 5-24-74	0.42
OTHER *(Specify)*			

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 860,900	$ 860,900

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer July 15, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

Oregon State Highway Division

Federal-aid Project
No. ER-281(4)

SILVER POINT SLIDE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, July 3, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$107,000.00
Total	$107,000.00

Type Code 6201
Temporary Repairs

Labor	$ 49,002.00
Equipment	12,050.00
Material	33,201.00
Stand-by Grader (15 weeks)	53,355.00
Outside Equipment Rental	42,540.00
Total	$190,148.00

Type Code 6201
Roadway (Sta. 387+50 to Sta. 409+07.23 BK = Sta. 409+42.45 Ah to Sta. 410+00)

Mobilization	All	Required		$ 23,625.75
Temporary Protection and Direction of Traffic	All	Required		3,100.00
Temporary Signs	270	sq.ft.	4.80	1,296.00
Temporary Plastic Safety Markers	12	only	41.00	492.00
Flagmen	380	hours	11.30	4,294.00
Clearing and Grubbing	20	acres	2,000.00	40,000.00
Selective Tree Cutting	60	only	3.00	180.00
Removal of Structures and Obstructions	All	Required		1,000.00
Ditch Excavation	30	cu.yd.	3.90	117.00
General Excavation	58,200	cu.yd.	2.18	126,876.00
Rock Embankment	4,500	cu.yd.	6.00	27,000.00
Trench Excavation	800	cu.yd.	3.90	3,120.00
Tractor with Dozer	80	hours	45.00	3,600.00
Obliteration of Roadway	All	Required		500.00
Watering	80	M-gal.	1.00	80.00
1" - 0 Aggregate Base	2,260	tons	7.00	15,820.00
Class "C" Asphalt Concrete	760	tons	20.00	15,200.00
12-inch Culvert Pipe	80	lin.ft.	10.00	800.00
18-inch Culvert Pipe	70	lin.ft.	10.00	700.00

36-inch Culvert Pipe	80	lin.ft.	21.50	1,720.00
Concrete Manhole	1	only	800.00	800.00
Concrete Inlets, Type D	1	only	280.00	280.00
Corr. Metal Catch Inlets	36	only	365.00	13,140.00
8-inch Drain Pipe	7,600	lin.ft.	5.15	39,140.00
12-inch Drain Pipe	1,950	lin.ft.	7.15	13,942.50
15-inch Drain Pipe	830	lin.ft.	11.20	9,296.00
18-inch Drain Pipe	60	lin.ft.	20.00	1,200.00
Special Filter Material in Drains	660	cu.yd.	6.80	4,488.00
Metal Pipe Slope Anchors	130	only	50.00	6,500.00
Guard Rail, Type 2A	330	lin.ft.	17.10	5,643.00
Guard Rail Anchors, Type 1	1	only	250.00	250.00
Guard Rail Anchors, Type 2	1	only	305.00	305.00
Rail End Pieces, Type C	1	only	128.00	128.00
Guide Posts	16	only	18.00	288.00
Roadside Seeding and Fertilizing	30	acres	225.90	6,777.00
				$371,698.25

Additional Items

Slide Correction	All Required	$ 50,000.00
Construct Horizontal Drains	All Required	40,000.00
Permanent Striping	All Required	200.00
Temporary Erosion Control	All Required	2,000.00
Drainage of Springs	All Required	20,000.00
Mulching	All Required	12,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$125,000.00
	Subtotal	$496,698.25
	Engineering	67,053.75
		$563,752.00

Length of Project - - - - - - - - - - - - 0.42 mile

Cost of Roadway Per Mile- - - - - - - - - $1,342,266.67

RETAINED IN PROGRAM STATUS

Pacific Power & Light Co.	All Required	$ 5,000.00
Cannon Beach Water Line	All Required	4,000.00
	Subtotal	$ 9,000.00
	Engineering	1,215.00
	Total	$ 10,215.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$107,000.00	$107,000.00
Temporary Repairs	190,148.00	190,148.00
Permanent Repairs (Contract)	563,752.00	563,752.00
Subtotal	$860,900.00	$860,900.00
Retained in Program	10,215.00	10,215.00
Total	$871,115.00	$871,115.00

Group 1 - 100%

Contract No. 8024

Prefix: 4-1013

8361

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Silver Point Slide	WEEK ENDING October 16, 1976
		SECTION PREFIX 4-1020-900
	HIGHWAY Oregon Coast	COUNTY Clatsop
NAME OF JOB Silver Point Slide	KIND OF WORK Slide Correction	
CONTRACTOR Osborn & Davis Construction Co.	CONTRACT NUMBER 8361	FEDERAL AID PROJECT NUMBER ER-281(4)
DATE OF CONTRACT June 4, 1976	DATE WORK STARTED July 13, 1976	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION: 1	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 100
PROJECT AUTHORIZATION: $ 222,355.58	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING $ 204,723.86	ENGINEERING AUTHORIZATION $ 17,631.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST [illegible] 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 172,000.00	ENGINEERING COST TO DATE $ 19,298.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86%
ESTIMATED PERCENT OVERRUN UNDERRUN 16 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: September 29, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.29	0.29			0.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.29	0.29			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,000 CY	1,000 Ton			1,720 Ton
TOTAL QUANTITIES CORRECTED TO DATE	20,630.8 CY	805.04 Ton			1498.42 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,630.8 Cy	805.04 Ton			1498.42 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Pick-up.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			No day charge, day count stopped 9/29/76
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	----------			

Routing
K Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 18 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	" " " "
WEDNESDAY	" " " "
THURSDAY	Contractor completed clean-up and removal of construction signing.
FRIDAY	
SATURDAY	No activity anticipated

REMARKS

All remaining work in the field; clean-up, removal of signing, and equipment was completed. Semi-Final Estimate was submitted to Region on 10/15/76. This is the final weekly report.

Paperwork items pending are contractors submission of PR-47 Form and final payroll and wage certification forms. Third Notification to be submitted when these paper work items are completed.

SIGNED C. Anderson LOCATION Tillamook

DISTRIBUTION: Const. (3) Region, Dist. Engr., file.

PRIME RESIDENT SUBMIT 2 COPIES - WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

PRO 6-2

September 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Emergency Relief Funding

In conformance with FHPM 6-3-2-10, Par. 13a, we submit the following progress and funding needs report for our ER/ERFO projects. The following listed projects have not had the final voucher submitted and are considered to be active projects:

ER-281(1)	Silver Point Slide (R/W)
ER-281(4)	Silver Point Slide (Construction)
ER-284(1)	Cow Creek Bridge Section
ER-284(3)	Canyon Cr. Pass-Canyonville Section
ER-293(1)	Swamp Cr.-Lobster Valley Rd. Section
ER-298(1)	Tillamook Co. FAS Routes
ER-322(1)	Josephine Co. FAS Routes

The present authorized funding within the projects is expected to be sufficient to complete the emergency repair. We may need to transfer funds between projects to claim all eligible funds.

DAR:re

cc: E. S. Hunter
V. E. Skoog
D. E. Swan

Form A-10? - 5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Silver Point Slide

Date September 7, 1976

Highway Oregon Coast

Contract No. 8361

F. A. Project No. ER-231(4)

County Clatsop

Prefix 4-1020

Account No.

Description of Work To Be Done:

Install Permanent Signing Throughout project.

Location by Station Numbers: Sta. 370+00 - Sta. 420+00, Entire project.

[illegible] 9-7-76

Estimate of Quantities and Costs:

Labor	$ 500.00
Equipment	$ 100.00
Materials	$ 850.00
Total	$1,450.00

Explanation: This State Force Order establishes an account to pay for installation of permanent signing throughout the subject project.

INSTRUCTIONS Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.	Project authorization . . . . $222,355.58 Present estimate of project cost, including $ 1,450.00 for work under this order $222,355.58 Expected under-run over-run (amount) . . . . . $ -0- Expected under-run over-run (per cent) . . . . . -0-	Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

1

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

~~#8361~~ 8-25-76

LETTER OF APPROVAL ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FR-281(4)

S TE PROJECT NO. Silver Point Slide

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
FOR

(4)

7

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary Route 28
5-5-76	7-1-76	STATE ROUTE NUMBER	Primary Route 9

GENERAL LOCATION:

US 101 5.8 miles south of Cannon Beach Jct.

GENERAL DESCRIPTION OF WORK:

Install horizontal drains in face of cut slope of slide area.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-9-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the amount of $30,000 - Federal Funds $23,460.

DATE 8-25-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

83361

1³

August 17, 1976

Clatsop County Board of Commissioners
Courthouse
Astoria, OR 97103

Attention: Don R. Church
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 418" adopted by the Oregon Transportation Commission on June 29, 1976, covering the Silver Point Slide Section of the Oregon Coast Highway.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 16, 1976

AGENDA
JUN 2 9 1976

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County C-D Aug. 29, 1974 Winston

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County no h-

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County C-D Feb. 6, 1975 Ontario

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County C-D Jan. 15, 1975 Pedee

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County no h-

7) Poormans Creek Section,
Jacksonville Highway, Jackson County no h-

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County no h-

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Fran

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

127

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project ER-281(4)
Silver Point Slide Section
State-furnished Material

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN; Mr. L. W. Rulien, Project Management Engineer

Your request to use State-furnished material for the subject project has been reviewed. The quantities have changed slightly due to a design change in the slide area. They are as follows:

State-furnished Concrete Barrier	325 lin.ft. @	4.50	=	$1,462.50
State-furnished Slope Anchors	8 only @	35.00	=	280.00
State-furnished Metal Inlets	3 only @	261.00	=	783.00

As this material is readily available we concur in its use on the proposed project.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

LETTER OF APPROVAL AND/OR AUTHORIZATION

ER-281(4)
STATE PROJECT NO.
Silver Point Slide Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
ER-18

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5/5/76	5/5/76	Primary Route 28
		STATE ROUTE NUMBER
		Primary Route 9

GENERAL LOCATION:

US-101 5.8 miles south of Cannon Beach Junction

GENERAL DESCRIPTION OF WORK:

Slide Correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Slide correction	$20,000
Permanent Signing & Striping	2,000
Stage Constr. Striping	500
Temp. Erosion Control	$2,500
Horizontal Drains	30,000
Reflectors on Concrete Barriers	200
Remove & Constr Curbs	$1,000
State-furnished concrete Barriers, Slope Anchors & Metal Inlets	2,525

REMARKS

My program approval memorandum of 5/16/74 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estiamte.

Mr. Rulien's 5/3/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $250,943.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/5/76	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970 501-995

8311

PRO 6-2

April 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Silver Point Slide Section
Oregon Project No. ER-281(4)
Clatsop County

We are requesting a public interest finding in the State furnishing the following items on the subject project:

State Furnished Concrete Barrier	325 lin.ft.	4.50	1,462.50
State Furnished Slope Anchors	11 only	35.00	385.00
State Furnished Metal Inlets	4 only	261.00	1,044.00

This material remains from previous projects. The concrete barrier was a temporary barrier on the Woodburn-Hayesville Section and is stored in the North Salem Keiser area; the slope anchors and metal inlets were intended to be installed on the first contract of this project but because of the slides condition, it could not be placed at that time, they are stored in the Seaside Maintenance yard. Credits have been made to these projects and charges will be made to the subject project at the above listed amounts.

The contract specifications will require the contractor to use these materials and to pick up and haul the above listed items to the job site.

We feel it is in the public interest to use these products to concerve State funds previously expended as well as concerving energy by using previously produced materials.

DAR:re

cc: J. H. Versteeg
C. T. Kessey
C. G. Swenson
D. E. Swan

1983 Fairgrounds Int-Roberts Cr. 8363
Sec. of Pac. Hwy. S. of Roseburg.
(Grad, pav, barriers & signing)

[illegible] [illegible]

cc: State (H. S. Coult

U.S. DEPARTMENT OF TRANSPORTATION
F[illegible]AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

DUPLICATE
(see attached)

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 10-2-79	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-2(83)119
COMPLETION DATE 9-12-77	ACCEPTANCE DATE BY CONTRACT AGENCY 8-31-79	TIME ELAPSED $\frac{330}{300} = 110$ %	CONTRACT TIME 100%
APPROVED EXTENSIONS 30 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FAIRGROUND INTERCHANGE-ROBERTS CREEK
PACIFIC HIGHWAY
Grading, Paving, Barriers & Signing

Project Description

This was an overlay-safety project. Aggregate previously excavated, crushed, and stockpiled from Nebo Mountain was utilized on this project.

Findings

Federal participation in the amount of $574.77 will be withheld for non-specification aggregate in accordance with our March 1978 agreement with the State.

RECEIVED
STATE HWY ENGR
OCT 26 '79
REFER TO
Kennedy
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-26
[illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-3-79	TITLE Field Operations Engineer	DATE 10-3-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★ Oregon 8363	COUNTY Douglas		FEDERAL PROJECT NO. ★ I-5-2(83)119	★ URBAN (X) RURAL ( )

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED ★ August 11, 1976
20	FINAL CONSTRUCTION COST★	DOL.	2,066,225		DATE COMPLETED ★ September 12, 1977
21	LENGTH OF PROJECT	MILES	4.565		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR ★ *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 28,301	GROSS EARNINGS $300,485

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	654,583	
	9	PETROLEUM PRODUCTS ★	GAL.	96,480	
	1	CEMENT	BBL.	660	
CARD C	2	AGGREGATES PURCHASED	TON.	550	
	92		CU. YD.	315	
	3	BITUMINOUS MATERIAL	GAL.	1,240,000	
	4	LUMBER	THSD. BD. FT.	2	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	48,000	
	8	STRUCTURAL STEEL	LB.	23,000	
	10	EXPLOSIVES	LB.	200	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	4,900	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON	65	
	95		CU. YD.	47	
CARD F	16	MISCELLANEOUS STEEL	LB.	5,700	
	17	FENCING	LIN. FT.	1,857	
	18	GUARDRAIL	LIN. FT.	33,793	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	47,760	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel
48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		90	34
		12	170
		15	210
		18	557
		24	96
		30	48
		36	16
		8	2452
CARD J	13	CONCRETE PIPE	
		8	70
		12	2727
		15	2233
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

September 5, 1979

St. Paul Fire & Marine Insurance Company
500 N. E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

Contract No. 8363 awarded to S. D. Spencer & Son, for work on the Fairgrounds Interchange-Roberts Creek Section of the Pacific Highway in Douglas County was completed on September 12, 1977, and accepted by the State Highway Engineer on August 31, 1979.

Final payment in the amount of $5,000.00 will be released to the contractor after September 10, 1979. The total contract amount is $1,760,685.75 including $28,950.22 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Victor S. Risley Company
804 Board of Trade Building
Portland, OR 97204

bcc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7363

Form 81 734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8363

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1979

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Fairgrounds Int.-Roberts Creek
FAP No. I-5-2(83)119
Contract No. 8363
Recomputed Price Adjustment For
Non-Spec. A.C. Mixtures

The price adjustment for Class "C" and "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with FHWA.

Bid Item	Amount P.A. #18	Recomputed Amount
#17 - Class "C" A.C. Mix	$1,410.62	$2,380.10
#18 - Class "E" A.C. Mix	-0-	180.06
Total	$1,410.62	$2,560.16

The difference in amounts is $1,149.54. The amount to be credited to the project on a nonparticipating basis is $574.77.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley
M. Havig
Bob Church/Att.
Jim Kinns - Accounting
Test File
John Jenkins

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO -2(83)119

STATE PROJECT NO. See Below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-845

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-5-76	3-8-78	Interstate 5
		STATE ROUTE NUMBER
		Primary I

GENERAL LOCATION:

"Fairgrounds Interchange - Roberts Creek Section"

GENERAL DESCRIPTION OF WORK:

Slide Correction 0+00-1+10 Lindy's Lane

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 3-8-78, as requested in Mr. Keasey's letter of 3-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No 4 is approved for TEC NTE $7956., Federal funds $7300.

NOTED
F. B. KLABOE

Swan
3-24

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I -2(83)119

STATE PROJECT NO. See Below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-845

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of ORegon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
5-5-76	11-23-76	Interstate 5 Primary 1

GENERAL LOCATION:

"Fairgrounds Interchange - Roberts Creek Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment
Pacific Power and Light Company
TEC NTE $620.52 - F.F. $572

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-25-77, this will confirm the verbal authorization of Mr. T. P. Lowe to proceed with the Power Line relocation of PP&L effective 11-23-76. Reimbursement on a lump sum basis is approved.

I approve the agreement with PP&L consisting of State's notice of conflict PP&L's verbal consent to perform work and actual billing of work. Resident Engineer W.A. Tison certified completion of work on 9-15-77.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-77	D. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO I 2(83)119

STATE PROJECT NO. See Below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I 845

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-5-76	9-9-77	Interstate 5	Primary 1

GENERAL LOCATION:

"Fairgrounds Interchange - Roberts Creek"

GENERAL DESCRIPTION OF WORK:

Adjust salvage credit

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Adjust salvage credit
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-29-77, I approve the revised salvage cost on Rail Members & Hardware as follows:
160,905.87 lbs @ $0.0125/lb = $2,011.32 Total
Credit - F.F. $1,850
Documentation for credit adjustment is represented by SFO #5

NOTED

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-19-77	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8363 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fairgrounds Inter.-Roberts Creek

WEEK ENDING: Oct 1, 1977

SECTION PREFIX: 610-1064

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Fairgrounds Inter.-Roberts Creek

KIND OF WORK: Grade, Pave, Barriers & Signs

CONTRACTOR: S.D. Spencer & Son

CONTRACT NUMBER: 8363

FEDERAL AID PROJECT NUMBER: I-5-2(83)119

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: Aug 11, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 9 SUPERVISION 0

SPECIFIED WORK DAYS work

SPECIFIED CALENDAR DAYS 330

WORK DAYS USED work

CALENDAR DAYS USED 330

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $2,154,436.65

EXCLUSIVE OF ENGINEERING: $2,004,436.65

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $150,000.00

This week 910

ENGINEERING COST TO DATE: $141,850

PERCENT OF AUTHORIZATION: 95 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED: 9/12/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.55	4.55			4.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35,120 CY	50,000 Tons			53,800 Tons
TOTAL QUANTITIES CORRECTED TO DATE	37,900 "	43,250 "			63,340 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	" "			" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Rain	0		
MONDAY 26	Cloudy	0		
TUESDAY 27	Rain	0		
WEDNESDAY 28	Rain	0		
THURSDAY 29	Cloudy	0		
FRIDAY 30	"	0		
SATURDAY 1		0		

RECEIVED
OCT 3 1977
CONSTRUCTION SECTION

Kessey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Olin
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Crew working onsemi-final.

SIGNED W. A. Tison LOCATION Myrtle Cr

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

4

DATE: August 12, 1977

TO: Oregon Transportation Commission

FROM:
for H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Fairgrounds Interchange-Roberts Creek Section
Contract No. 8363

A 28.7 percent funding overrun has occurred on this project which is now completed. This was an Interstate project to upgrade barrier and signing and repave about 4-1/2 miles of I-5 immediately south of Roseburg.

The largest item contributing to this overrun arises from an omission in the original project authorization. The paving aggregate for this project was produced from Mt. Nebo excess rock under a price agreement on another contract. The rock was then furnished on the subject project and was mandatory for the A.C. work, but its value was not included in the project authorization. This charge was $293,589, or an overrun of 17.6 percent on just this one reason.

The project would probably have overrun at any rate due to three other items of significant added work. The most costly was a change to provide positive drainage of the median along the new concrete median barrier by adding 29 inlets and the necessary storm drain outlets. Part of this work was done at contract bid prices, but the total cost of the change was about $141,520, or more than twice the available contingencies in the project authorization.

Another price agreement added A.C. overlay in five locations at interchange ramps at an added cost of $27,700 and a late price agreement extended the acceleration lane at the northbound exiting ramp at Shady Interchange at a cost of $32,402. All of the above work was federal participating and was mostly done at the bid prices.

Your approval is requested for an increase of $480,602.71 to a new total authorization of $2,154,436.65. This item will be on the Consent Calendar for the August 23 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
Alfred Shirley, Jr.
D. H. Moehring
V. E. Skoog
George Bell

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8363

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 10, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Fairgrounds-Roberts Creek
Contract No. 8363
Request for Increase in
Project Authorization

Herewith form E-372 showing a 28.7 percent overrun on this project which is now completed. The largest item contributing to this overrun really arises from just some bookkeeping and an omission in the original project authorization. The paving aggregate for this project was produced from Mt. Nebo excess rock under a price agreement negotiated on the Mt. Nebo contract. The rock was then furnished on the subject project and was mandatory for the A.C. work, but its value was not included in the project authorization. This charge was $293,589, or an overrun of 17.6 percent on just this one reason.

The project would probably have overrun anyway due to three other items of significant added work. The most costly was a change to provide positive drainage of the median by adding 29 inlets and the necessary storm drain outlets. Part of this work was done at contract bid prices, but the total cost of the change was about $141,520, or more than twice the available contingencies in the project authorization.

Another price agreement added A.C. overlay in five locations at interchange ramps at an added cost of $27,700 and a late price agreement extended the acceleration lane at the northbound exiting ramp at Shady Interchange at a cost of $32,402. All of the above work was federal participating.

The new pricing involved in the entire project is only about 4.95 percent of the contract amount, so there is no involvement with PCRB. A rough draft letter to the Transportation Commission requesting an increase of $480,602.71 to a new total authorization of $2,154,436.65 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
AUG 12 '77
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Fairgrounds Interchange-Roberts Creek Section Date June 30, 1977

Highway Pacific Contract No. 8363

County Douglas Kind of Work Grading, Paving Barriers & Signing Contractor S.D. Spencer & Son

	Authorized	Estimated
Contract Amount	$1,438,555.50	$1,596,421.23
Anticipated Items	56,400.00	51,400.00
Contingency (4½%)	67,273.00	364,606.42
Engineering	119,596.44	150,000.00
Credits	- 7,991.00	-7,991.00
PROJECT COST	1,673,833.94	2,154,436.65

NET INCREASE $ 480,602.71 OR. 28.7 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)			Expected Amount	Net Change
Ditch Excavation		(C)	$12,600.00	+ 3,815.00
General Excavation		(C)	97,500.00	+ 9,700.00
Trench Excavation	*	(C)	16,047.00	+ 11,817.00
Hauling & Placing Aggr Shr.		(C)	58,050.00	+ 9,450.00
Cl "C" Asphalt Concrete Mix.	*	(C)	180,427.98	+ 28,727.98
Class "E" Asphalt Concrete Mix		(C)	65,800.00	+ 5,640.00
Asphalt Cement in Mixture	*	(C)	308,325.00	+ 24,825.00
Early Set Concrete		(C)	152,482.75	+ 13,732.75
90-inch Structural Plate Pipe		(C)	4,420.00	+ 3,120.00
18-inch Culvert Pipe		(C)	6,198.00	+ 3,702.00
Extra for Pipe Under Pavement	*	(C)	63,000.00	+ 49,420.00
Concrete Inlets Type G-1	*	(C)	8,000.00	+ 7,600.00
Concrete Inlets Type G-2	*	(C)	6,500.00	+ 5,000.00
Concrete Inlets Type G-2MA		(C)	11,400.00	+ 2,400.00

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Resident Engineer

Noted by Construction ~~or Bridge~~ Engineer

Confirmed by Regional Engineer

Noted by Acting [illegible] State Highway Engineer

SP*68727-734

	6-inch Drain Pipe	(C)	$	-2,184.00	Total (C) +151,865.73
	Temporary Erosion Control	(A)		-5,000.00	Total (A) - 5,000.00
P.A. #1	Rubber Chip Seal Option # 2	(U)	2,670.56		
P.A. # 2	Furnish & Place 12" Storm Sewer Pipe	(U)	29,700.00		
	Furnish & Place 15" Storm Sewer Pipe		30,400.30		
P.A. # 8	Overlay Existing Interchange Lanes				
	Moblization	(U)	1,273.78		
P.A. # 9	Temporary Pro & Dir Traffic	(U)	983.64		
Const	Moblization	(U)	1,834.41		
Accl.	Temporary Pro & Direct Traffic	(U)	1,416.58		
Lane	Move Existing Signs	(U)	200.00		
	Wood Sign Post	(U)	57.15		
	Concrete Barrier Terminal	(U)	161.00		
	Furnish & Place 4"-0 Bock Slope	(U)	2,320.00		
S.F.O. # 3	Aggregate Furnished Project.	(U)	293,589.00		Total (U) $364,606.42

Ditch Excavation: Ditch was added right of Speedway Road to stop highway drainage from flowing into trailer park.

General Excavation: It was necessary to rebuild the "A" line slope Shady Interchange left stations 1283-1288. The existing shoulder had sloughed out & we were unable to install guard rail along this shulder.

Trench Excavation: This overrun was the result of installing the storm sewer system in the median area. The overrun is documented by Price Agreement No. 3.

Hauling & Placing Shoulder Aggregates: Contract quantities exceed the quantity of aggregates required.

Clacc "C" Asphalt Concrete Mix: The bulk of this item overrun can be attributed to overlaying the existing Interchange lanes documented by Price Agreement No. 8 & Paving the "E" Line acceleration lane after construction documented by Price Agreement No. 9.

Class "E" Asphalt Concrete Mix: To obtain a better ride it was necessary to increase the depth of the pavement being placed which resulted in a slight overrun.

Asphalt Cement in Mixture: See Class "C" & "E" items above.

Early Set Concrete: The lenght of the excavations requiring the concrete were lengthened to obtain a good ride on and off the structures.

90-inch Structural Plate Pipe: Slope Flattened and 24 additional feet of pipe installed to eliminate a 425 foot run of guard rail. The end of the guard rail would have been a hazzard to the traveling public.

18-inch Culvert Pipe:Additional culvert pipe was required to construct new road approach durning construction of the "B" line acceleration lane North Shady Interchange.

Extra for Pipe Under Pavement: Same

Concrete Inlets Type G-1: Same

Concrete Inlets Type G-2: Same

Concrete Inlets Type G-2MA: Additional inlets placed to handle drainage on "B" Line acceleration lane North Shady Interchange.

6-inch Drain Pipe: Plans in error. All drain pipe encountered on project was 8-inch.

Note: The overrun of Trench Excavation, Class "C" Asphalt Concrete Mix, Asphalt Cement in Mixture, Extra for Pipe Under Pavement , Concrete Inlets Type G-1 and Concrete Inlets Type G-2 although listed as (C) and paid for under the appropiate contract bid item were a direct result of constructing the storm sewer Price Agreement No. 3 or constructing the acceleration lane Price Agreement No. 9. These overruns actually were unanticipated.

8363

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-64		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-9-77	County Douglas
MODIFICATION NUMBER 1		Project Number I-5-2(83)119 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 23, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,589,160	$2,267,794
Federal funds	$1,466,476	$2,092,720
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, approved additional items and State furnished aggregate material.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Oregon State Highway Division
Salem, Oregon, August 3, 1977

Federal Aid Project
No. I-5-2(83)119 Safety

Fairgrounds Interch.-Roberts Creek Section
Pacific Hwy. in Douglas County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 2650+00 to Sta. 2891+01)

Subtotal on previous estimate of June 17, 1976 $1,451,955.50

Previous Estimate

Ditch Excavation	2,510	Cu.Yd.	3.50	8,785.00
General Excavation	35,120	Cu.Yd.	2.50	87,800.00
Trench Excavation	470	Cu.Yd.	9.00	4,230.00
Class "C" Asphalt Concrete Mixture	41,000	Ton	3.70	151,700.00
Class "E" Asphalt Concrete Mixture	12,800	Ton	4.70	60,160.00
Asphalt Cement in Mixture	3,780	Ton	75.00	283,500.00
Early Set Concrete	5,550	Sq.Yd.	25.00	138,750.00
18-inch Culvert Pipe	208	Lin.Ft.	12.00	2,496.00
Extra for Pipe Under Pavement	970	Lin.Ft.	14.00	13,580.00
Concrete Inlets, Type G-1	1	Only	400.00	400.00
Concrete Inlets, Type G-2	3	Only	500.00	1,500.00
Concrete Inlets, Type G-2MA	15	Only	600.00	9,000.00
8-inch Drain Pipe	1,925	Lin.Ft.	5.00	9,625.00
				$ 771,526.00

Revised Estimate

Ditch Excavation	3,700	Cu.Yd.	3.50	$ 12,950.00
General Excavation	39,000	Cu.Yd.	2.50	97,500.00
Trench Excavation	2,000	Cu.Yd.	9.00	18,000.00
Class "C" Asphalt Concrete Mixture	49,500	Ton	3.70	183,150.00
Class "E" Asphalt Concrete Mixture	14,000	Ton	4.70	65,800.00
Asphalt Cement in Mixture	4,500	Ton	75.00	337,500.00
Early Set Concrete	6,100	Sq.Yd.	25.00	152,500.00
18-inch Culvert Pipe	543	Lin.Ft.	12.00	6,516.00
Extra for Pipe Under Pavement	5,500	Lin.Ft.	14.00	77,000.00
Concrete Inlets, Type G-1	20	Only	400.00	8,000.00
Concrete Inlets, Type G-2	13	Only	500.00	6,500.00
Concrete Inlets, Type G-2MA	19	Only	600.00	11,400.00
8-inch Drain Pipe	2,354	Lin.Ft.	5.00	11,770.00
PA 1 Asphalt Rubber Chip Seal	7,630	Sq.Yd.	0.35	2,670.50

PA 2 12-inch Storm Sewer Pipe	2,700	Lin.Ft.	11.00	29,700.00
PA 2 15-inch Storm Sewer Pipe	2,219	Lin.Ft.	13.70	30,400.30
PA 5 Furnish Asphalt Additive	4,000	Ton	8.63	34,520.00
EWO 3 General Excavation "B" Off Ramp	All	Required		9,000.00
SFO 3 State Furnished 1"-0 Aggregate	50,000	Ton	2.56	128,000.00
SFO 3 State Furnished 1/2"-0 & 1/4"-#10 Aggregate	42,500	Ton	2.93	124,525.00
SFO 3 State Furnished 3/8"-0 Aggregate	11,800	Ton	3.48	41,064.00
				$1,388,465.80
	Increase			616,939.80
	Subtotal			$2,068,895.30
	Engineering			206,889.70
	Total			$2,275,785.00
Credit for Salvaged Guard Rail	131,000	Lb.	0.061	(7,991.00)
	Total			$2,267,794.00

Length of Roadway - - - - - - - - - - - - 4.565 Miles

Cost of Roadway Per Mile- - - - - - - - - $496,778.53

Federal Funds -	$2,092,720.00
State Funds -	175,074.00
Total	$2,267,794.00

Group 1	100%
Contract No.	8363
Prefix No.	610-1064
Pro Rata	92.28%

8363 13

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-117	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6 23 76	State: Oregon County: Douglas Project No.: I-5-2(83)119 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I5, 6.2 mi. South of Roseburg SCL, N. 4.56 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-5-76	4.56
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 1,589,160	FEDERAL FUNDS $ 1,466,476

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 17, 1976

Federal-Aid Project
No. I-5-2(83)119 Safety

Fairgrounds Intchge.-Roberts Creek Sec.
Pacific Highway
Douglas County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 2650+00 to Sta. 2891+01)

Furnishing Field Laboratory	1	only	2,500.00	$ 2,500.00
Mobilization	All	Required		72,000.00
Temporary Protection and Direction of Traffic	All	Required		55,600.00
Temporary Signs	980	sq.ft.	6.50	6,370.00
Temporary Barricades	26	only	50.00	1,300.00
Oversize Advance Construction Signs	1	only	5,000.00	5,000.00
Temporary Plastic Safety Markers	10	only	86.00	860.00
Flagmen	1,500	hours	16.50	24,750.00
Clearing and Grubbing	All	Required		5,552.00
Removal of Structures and Obstructions	All	Required		19,000.00
Ditch Excavation	2,510	cu.yds.	3.50	8,785.00
General Excavation	35,120	cu.yds.	2.50	87,800.00
Trench Excavation	470	cu.yds.	9.00	4,230.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Watering	1,200	M-gals.	6.00	7,200.00
Hauling and Placing Aggregate Shoulders	50,000	tons	1.35	67,500.00
Class "C" Asphalt Concrete Mixture	41,000	tons	3.70	151,700.00
Class "E" Asphalt Concrete Mixture	12,800	tons	4.70	60,160.00
Asphalt Cement in Mixture	3,780	tons	75.00	283,500.00
Portland Cement Additive in Class "E" Mixture	130	tons	60.00	7,800.00
Asphalt in Tack Coat	60	tons	130.00	7,800.00
Early Set Concrete	5,550	sq.yds.	25.00	138,750.00
90-inch Structural Plate Pipe	10	lin.ft.	130.00	1,300.00
12-inch Culvert Pipe	120	lin.ft.	7.00	840.00
15-inch Culvert Pipe	350	lin.ft.	9.00	3,150.00
18-inch Culvert Pipe	208	lin.ft.	12.00	2,496.00
24-inch Culvert Pipe	120	lin.ft.	13.00	1,560.00
30-inch Culvert Pipe	68	lin.ft.	25.00	1,700.00
36-inch Culvert Pipe	16	lin.ft.	30.00	480.00
8-inch Sewer Pipe	68	lin.ft.	7.00	476.00

12-inch Sewer Pipe	64	lin.ft.	9.00	576.00
Extra for Pipe Under Pavement	970	lin.ft.	14.00	13,580.00
Concrete Manholes	2	only	750.00	1,500.00
Concrete Inlets, Type G-1	1	only	400.00	400.00
Concrete Inlets, Type G-2	3	only	500.00	1,500.00
Concrete Inlets, Type G-2M	1	only	600.00	600.00
Concrete Inlets, Type G-2MA	15	only	600.00	9,000.00
Concrete Inlets, Type M-E	2	only	700.00	1,400.00
Concrete Inlets, Type D	1	only	600.00	600.00
6-inch Drain Pipe	560	lin.ft.	3.90	2,184.00
8-inch Drain Pipe	1,925	lin.ft.	5.00	9,625.00
Special Filter Material in Drains	200	cu.yds.	11.00	2,200.00
Guard Rail, Type 2A	22,925	lin.ft.	3.70	84,822.50
Guard Rail, Type 3	400	lin.ft.	10.00	4,000.00
Metal Median Barrier, Modified	400	lin.ft.	5.00	2,000.00
Guard Rail Anchors, Type 1	14	only	250.00	3,500.00
Guard Rail Anchors, Type 2	22	only	260.00	5,720.00
Extra for Guard Rail Bridge Connections	15	only	210.00	3,150.00
Rail End Pieces, Type A	18	only	10.00	180.00
Rail End Pieces, Type C	13	only	100.00	1,300.00
Rail End Pieces, Type C Modified	2	only	110.00	220.00
Type 2 Fence	700	lin.ft.	2.60	1,820.00
Extra for Asphalt Paved Rock Surfacing Slopes	9	only	250.00	2,250.00
Concrete Barrier	11,275	lin.ft.	11.50	129,662.50
Adjust Concrete Barrier	265	lin.ft.	6.00	1,590.00
Paved Culvert End Slopes	410	sq.ft.	6.00	2,460.00
Drainage Curbs	775	lin.ft.	1.50	1,162.50
Loose Riprap, Class 50	40	cu.yds.	15.00	600.00
Loose Riprap, Class 100	90	cu.yds.	15.00	1,350.00
Delineators	300	only	15.00	4,500.00
Reconstructing Concrete Manholes	1	only	500.00	500.00
Roadside Seeding and Mulching	25	acres	423.00	10,575.00
*Asphalt-Rubber Chip Seal, Bridge No. 7711A	1,270	sq.yds.	6.20	7,874.00
*Asphalt-Rubber Chip Seal, Bridge No. 7713A	3,250	sq.yds.	6.20	20,150.00
*Asphalt-Rubber Chip Seal, Bridge No. 7714A	1,720	sq.yds.	6.20	10,664.00
*Asphalt-Rubber Chip Seal, Bridge No. 7804	580	sq.yds.	6.20	3,596.00
*Asphalt-Rubber Chip Seal, Bridge No. 7804A	600	sq.yds.	6.20	3,720.00
Finger Plate Joint Modification	30	lin.ft.	120.00	3,600.00
Armored Joint Modification	92	lin.ft.	40.00	3,680.00
Expansion Joint Paving Dam	30	lin.ft.	90.00	2,700.00

Signing

Removal of Existing Sign Installations	All Required		1,800.00
Wood Sign Posts	All Required		1,728.00
Sign Support Footings	All Required		5,700.00
Breakaway Sign Posts	All Required		8,000.00
Cantilever Sign Structure at Sta. 2787+80 Lt.	All Required		14,000.00
Exit Number Sign Supports	All Required		1,600.00
Type "A" Signs in Place	441 sq.ft.	12.00	5,292.00
Type "D" Signs in Place	95 sq.ft.	7.00	665.00
Move, Modify and Reinstall Existing Signs	All Required		1,000.00
Sign Illumination Equipment	All Required		3,100.00
			$1,438,555.50

Additional Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,500.00
Stage Construction Striping (S.F.)	All Required	3,500.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
On-the-Job Trainees (3 @ $800)(E.W.)	All Required	2,400.00
		$ 13,400.00
	Subtotal	$1,451,955.50
	Engineering	145,195.50
	Total	$1,597,151.00
Credit for Salvaged Guard Rail	0.061 lbs.	(7,991.00)
	Total	$1,589,160.00

Length of Roadway . . . . 4.565 Miles

Cost of Roadway Per Mile $348,118.28

*Category 2 Experimental

Retained in Program Status
(Not included in totals below)

Asphalt Additive	All Required	$ 35,000.00

Federal Funds		$1,466,476.00
State Funds		122,684.00
	Total	$1,589,160.00

Group 1	100%
Contract No.	8363
Prefix No.	610-1064

Fairgrounds Intchge.-Roberts Creek Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 5,000.00
Grout Under Existing Armoured Corners on Bridges (E.W.)	All Required	3,000.00

#8363 1-5

Salem, Oregon
April 5, 1977

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49595 - Lindner (Arbec Enterprises,
Inc. C.P.)
Fairgrounds - Roberts Creek
Section
Pacific Highway
Douglas County

Attached is a description, an authorization and R/W prints covering R/W for an acceleration lane to be constructed on the subject contract project, as requested by Region and approved by Mr. Hunter.

Also attached are copies of pertinent correspondence.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1977

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Acceleration Lane Revision
Oakland-Shady Highway
Fairgrounds-Roberts Creek Section
I-5, Douglas County
Contract 8363

We have reviewed the field's proposal for the development of an adequate acceleration lane on the Oakland-Shady Highway as described in C. T. Keasey's letter of March 3, 1977.

1. The right-of-way can be acquired without the need for further assessments, hearings, etc.
2. The FHWA has advised that this safety work is eligible for FAI funding under Contract 8363.
3. The revision of the substandard ramp would improve operations and the safety of this facility.

It is recommended that right-of-way be purchased and the ramp revised as per the field proposal.

OK ESH

JHV:jh

File 495
to R/W 4-4-77

1 Versteeg
Olson
Christensen
Scott &
Swenson
Savage
Trout

RECEIVED
MAR 11 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring up ___/___
Other

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
Henley
FOR

Info	Inves	P/D	D/R	Sign	Act	File

cy Keasey 3-11-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8363

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 3, 1977

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Fairgrounds-Roberts Creek Section
I-5 Douglas County
Contract No. 8363

Attached are plans, typical sections and estimate of cost for extending the acceleration lane for northbound traffic exiting I-5 at the Shady Interchange south of Roseburg and proceeding north on the Oakland-Shady Highway.

This has been a problem spot since I-5 was originally constructed in the mid '50s because of limited sight distance and the access pattern. The proposed plan provides a better chance for traffic coming off I-5 to merge with northbound Oakland-Shady Highway traffic, and it would remove one of the accesses which causes the most problems.

Additional right of way is required.

This proposal has been reviewed by FHWA Area Engineer Tom Lowe and has his tentative approval.

A minor program change will be required since this is outside the established project limits.

If you approve this recommended added work, please forward the enclosed data for the program change and the right of way acquisition.

CTK:fr

Att.

cc: L. W. Rulien
J. H. Versteeg
J. B. Boyd
J. J. Gix

RECEIVED
STATE HWY ENGR
MAR 4 '77
Info Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

February 25, 1977

FROM: JAMES J. G[illegible]X
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: Shady Point
PA for Acceleration Lane
Fairgrounds-Roberts Cr.
Contract No. 8363

Attached is a sketch of the proposed acceleration lane extension at the Shady Interchange. The sketch shows the area of primary widening along the Lindy's Secondhand Store (Arbet Enterprises). Also enclosed is a copy of the estimate for the needed right of way.

According to our workup, the estimate for total cost is in the $40,000 to $44,000 range with most items done at an extension of unit prices. Price Agreements and E.W.O. will be submitted shortly.

If we are to accomplish on this contract, we need authority to purchase right of way and relocate utilities. There is a water line and three power poles to be moved before work begins.

If you concur, please instruct Mr. Boyd to begin right of way negotiations and acquire a Permit of Entry so that we can get the job underway. We have verbal concurrence of the project from the FHWA.

jjg/cw
Attach.

cc W. A. Tison — 863-5466
Virgil Wilson

Exist. Appr. 1402+50 [illegible]

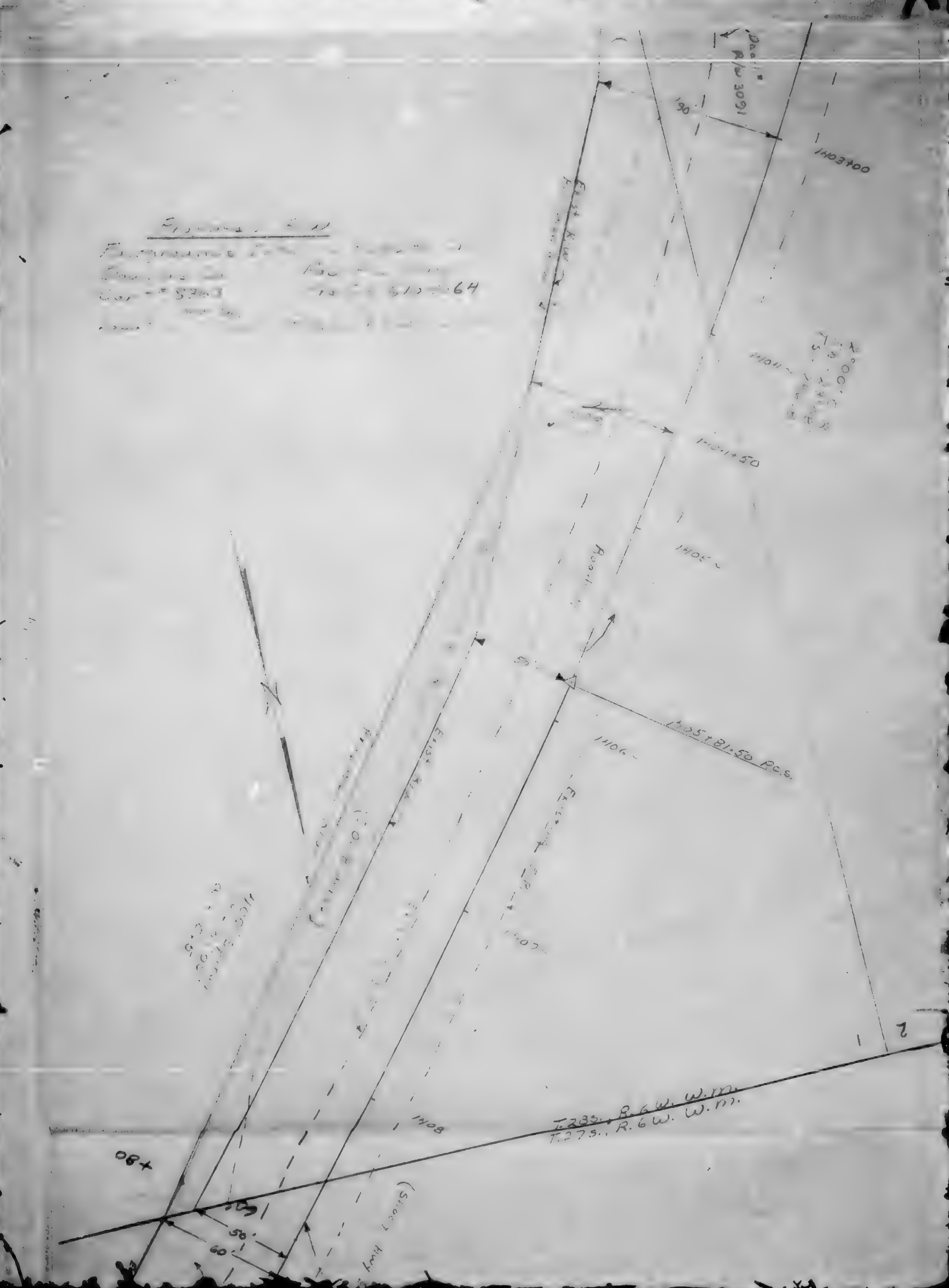
Exist. Appr. [illegible]

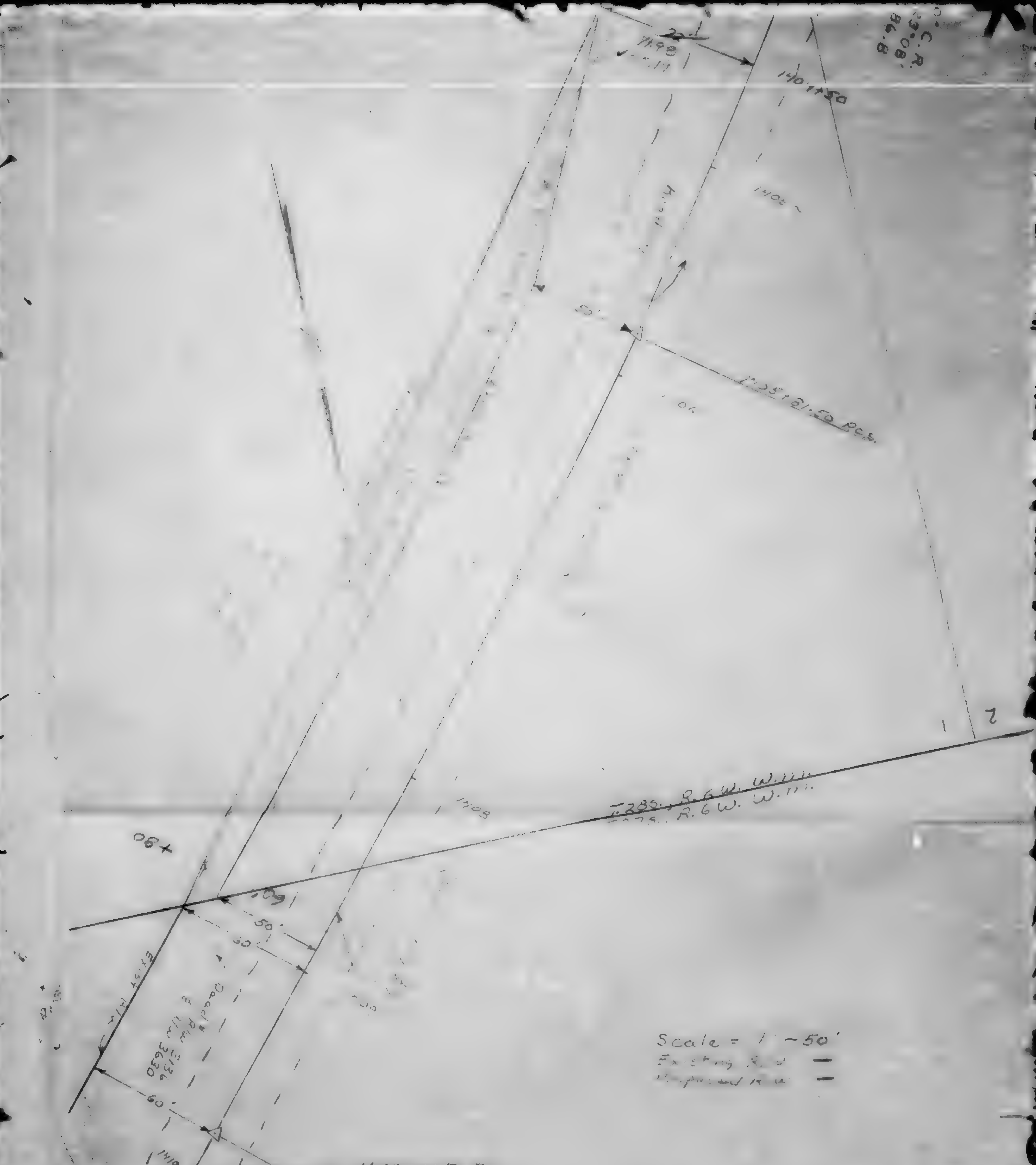
Exist. Fence @ 1410+35

Above from Dick Wilson
by Phone 3-10-77
B.

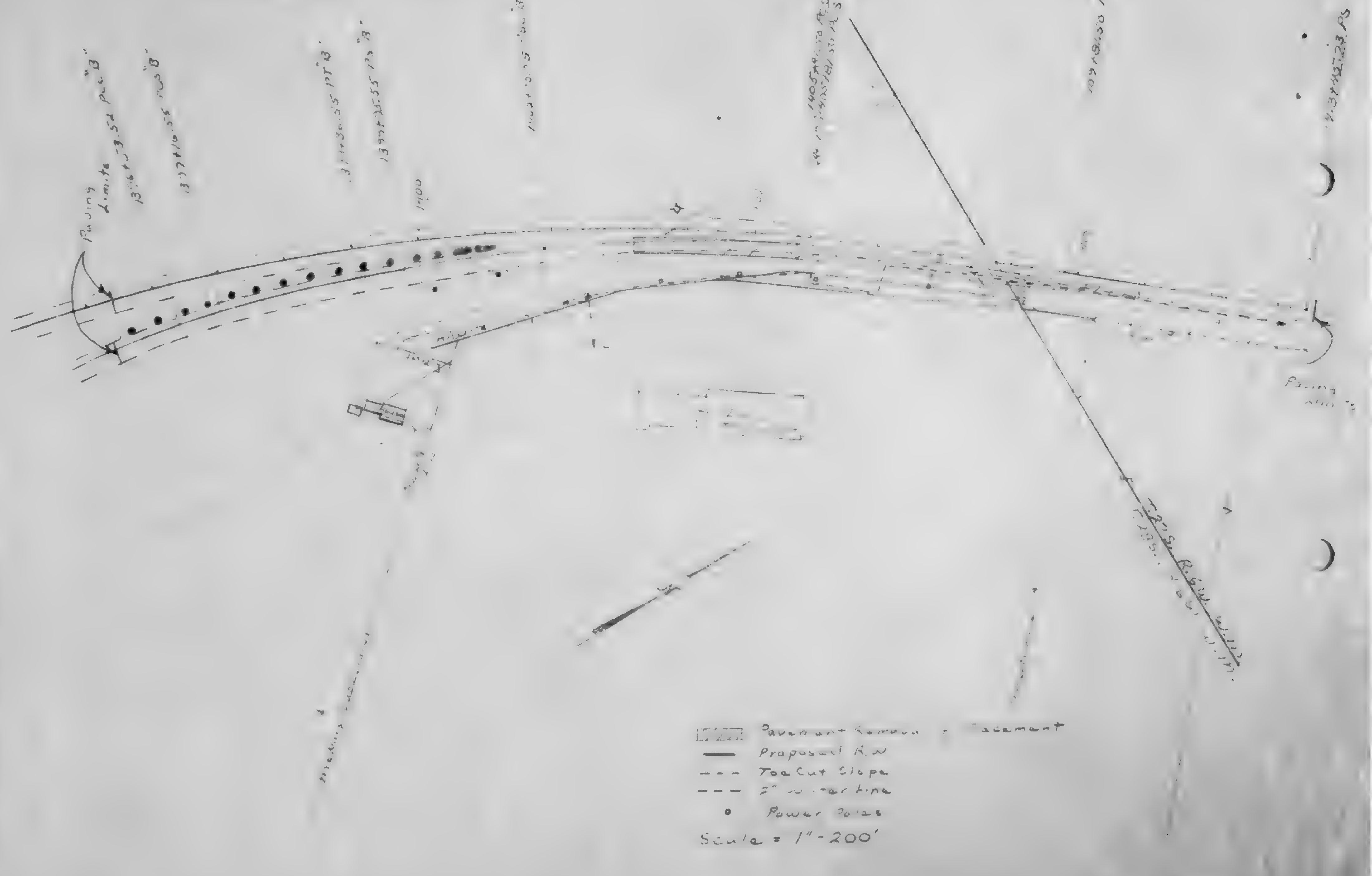
Routing
L Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
FEB 28 1977
CONSTRUCTION SECTION


Road R/W 3091
190
1103+00
1104+50
1105
1105+81.50 P.C.S.
1106
1107
1108
Exist R/W
T.28S., R.6W. W.M.
T.27S., R.6W. W.M.
+80
50'
60'
(School Hwy)
1
2
64

C.R.
3-08
86.8
22
71.98
1401+50
1406
50'
1405+81.50 P.C.
1406
2
1
T.28S., R.6W. W.M.
T.27S., R.6W. W.M.
1408
+80
109'
50'
60'
Exist. R/W
Deeded R/W
B.3136
P.3630
60'
1410
1409+81.50 P.T.
Scale = 1" - 50'
Existing R/W
Proposed R/W

Fairgrounds Inter~ Roberts Cr
Douglas Co. Pacific Hwy.
ProPosed Extantion of OFF Ramp
Shady Hwy "B" Line
Res. Eng: W. A. Tison



FORM No. 633—WARRANTY DEED 71-12

KNOW ALL MEN BY THESE PRESENTS, That Edward Dewey Casaurang and Wilma Casaurang, Husband and wife, *hereinafter called the grantor, in consideration of* --------ten-------- *Dollars,* and other valuable consideration *to grantor paid by* George W. Cannon Sr. and Sally H. Cannon, husband and wife, *hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of* Douglas *and State of Oregon, described as follows, to-wit:*

Lot 12 of McNary Subdivision, Douglas County, Oregon

To Have and to Hold the above described and granted premises unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever.

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand and seal this day of 19

(SEAL)

(SEAL)

(SEAL)

(SEAL)

ORS 93.490

STATE OF OREGON, County of Douglas) ss. 19

Personally appeared the above named Edward Dewey Casaurang and Wilma Casaurang *and acknowledged the foregoing instrument to be* their *voluntary act and deed.*

Before me:

Notary Public for Oregon

My commission expires

LLOYD A. WILSON

(OFFICIAL SEAL)

WARRANTY DEED

TO

DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUNTIES WHERE USED.

AFTER RECORDING RETURN TO

[illegible] W. Cannon

Rt 1 Box 1272

Roseburg, Ore

No.

71-12

STATE OF OREGON,

County of } ss.

I certify that the within instrument was received for record on the day of , 19 , at o'clock M., and recorded in book on page Record of Deeds of said County.

Witness my hand and seal of County affixed.

G D Myllenbeck

County Clerk—Recorder

By Deputy

OFF Ramp "LN" - So. Roseburg Exit (Looking No. [illegible] [illegible])

OFF Ramp [illegible] - So. Roseburg Exit ([illegible] [illegible] From Sta. [illegible] + 25)

OFF Ramp "LN" - So. Roseburg Exit (Looking North From Sta. - 140[illegible]

OFF Ramp LN - So. Roseburg Exit (Looking North From Sta. - 140 ±)

"LN" OFF Ramp - So. Roseburg Exit
"B" Line

610-1064
8363

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
February 18, 1977

R.W.

FROM: Richard Wilson
Region Appraiser

SUBJECT: Re: Section: Shady Point
Highway: Coos Bay-Roseburg
County: Douglas

TO: Jack Ayres
Regional Utility Engineer

An estimate of the right of way cost at Shady Point is $16,500. This figure involves buying the residence in total and the land value for the parcel needed from the Arbet Enterprises, Inc. property (2nd hand store).

RW:maw

Copy to J. B. Boyd

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Fairgrounds [illegible] Roberts Cr.

Type [illegible] Fence

	Sta.	To	Sta.	Rt/Lt.	Total			
	1110+37±	"B"	1114+33±	Rt [illegible]	450± ft			
				Tot.	(450± ft)			

FORM 81-734-2103

OREGON STATE HIGHWAY DIVISION

(Rock Inlay)
Riprap Class 50

EARTH WORK COMPUTATION SHEET

SECTION ______ HIGHWAY ______ LINE ______

PREFIX NO. ______ CONTRACT NO. ______ SHRINK OR SWELL FACTOR ______

STATION		AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
6" [illegible]							
1402+[illegible]			0				
	50			0	[illegible]		
1403+[illegible]			0				
	[illegible]				[illegible]		
1403+[illegible]			[illegible]				
					[illegible]		
1404+[illegible]			[illegible]				
					52		
1404+[illegible]			33				
					52		
1405+[illegible]			[illegible]				
					47		
[illegible]			[illegible]				
					[illegible]		
1406+[illegible]			0				
					23		
[illegible]			[illegible]				
				0	0		
1407+[illegible]		0	0				
1408+[illegible]		0	0				
	50			0	8		
1410+43 1410+50			9				
	[illegible]				32		
1410+[illegible]			22				
	50				62		
1411+[illegible]			[illegible]				
	[illegible]			0	32		
1411+9[illegible] 1412		0	0				

PAGE TOTAL	—	[illegible]
SUB TOTAL		[illegible]

IBM NO. ______ Total

PAGE NO. 1 of 1

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

[illegible]

[illegible]

	[illegible]	[illegible]	[illegible]	[illegible]				
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
				[illegible]	[illegible]	[illegible]		

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 **OF** 1 **SHEETS**

"B"

sta.	[illegible]	[illegible]	[illegible]				area	
[illegible]		0						
	[illegible]		[illegible]		[illegible]		[illegible]	
[illegible]		[illegible]				[illegible]		
	[illegible]		[illegible]				1250	
[illegible]		[illegible]				22'		
	[illegible]		[illegible]		[illegible]		[illegible]	
[illegible]		[illegible]		[illegible]		[illegible]		
	[illegible]		[illegible]		[illegible]		[illegible]	
[illegible]						[illegible]		
	[illegible]						[illegible]	
[illegible]		[illegible]		[illegible]		[illegible]		
	[illegible]		[illegible]		[illegible]		[illegible]	
[illegible]		[illegible]		[illegible]		0		
	[illegible]		[illegible]					
1406+43		26'				Total = 15160 Ft²		
	[illegible]		[illegible]			= 0.4 acres		
[illegible]		[illegible]						
	[illegible]		1126					
[illegible]		[illegible]						
	[illegible]		[illegible]					
[illegible]		[illegible]						
	[illegible]		[illegible]					
[illegible]		[illegible]						
	[illegible]		[illegible]					
1408+12		5'						
	33		[illegible]					
1408+75		0						

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

[illegible] Cr.

[illegible]

(Move Existing Signs)

Sign #	Sta.	Rt/Lt	Type	Sign	[illegible]	Post [illegible]	Remarks	
1	1397+00	Rt. 28'	EE	[illegible]	✓	12'x4"x6"	G + C	[illegible]
2	[illegible]+02	[illegible] 10'	EE	2½ x 5	✓	12'x4"x6"	"	"
3	1400+77	Lt. 9'	H	—	✓	None	"	"
4	1401+03	Lt 14°	—	—	—	"	Remove	
5	1402+62	Rt. 29°	EEE	2½ x 5½	✓	16'x4"x4"	move To 1407 on Rt.	

[illegible] = [illegible], FBM = ([illegible])

(#72) [illegible] = 89 [illegible]

(move Existing signs)

$50.00 Per Sign / as Per Bill Baird / [illegible]

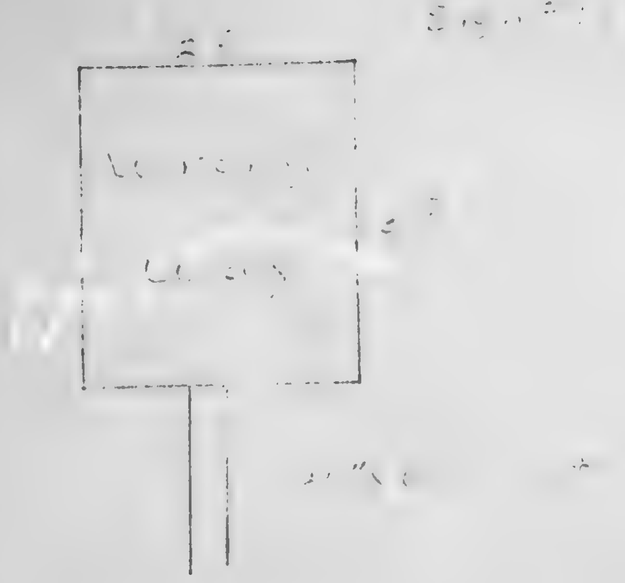
Sign # 1, Sign #2, Sign # 3, & Sign #5 - Total [illegible]

4 x $50.00 = $200.00

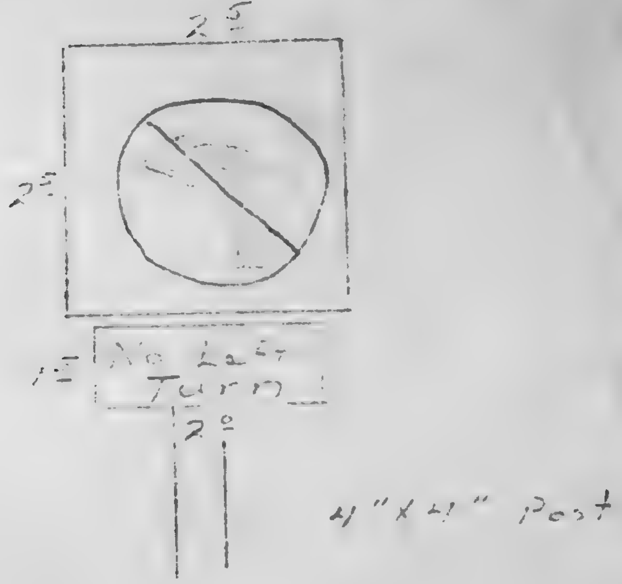
No.

2 2

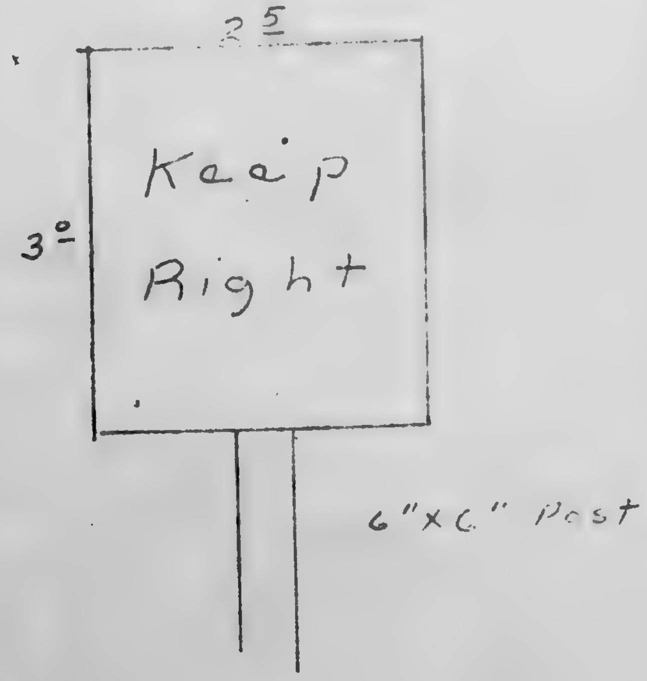
Sign #[illegible]



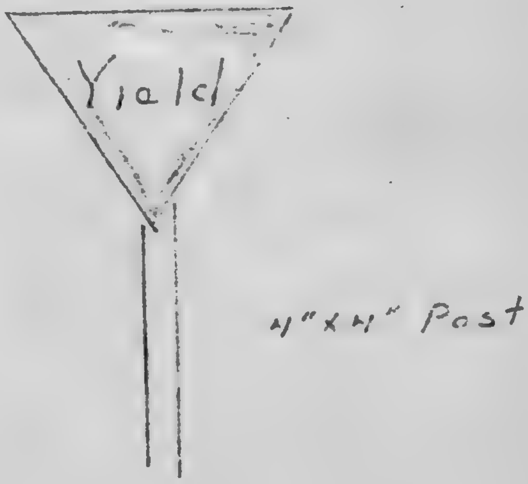
Sign #3



Sign #4



Sign #5



FORM 81-734-.103

(Emb & Exc.)
[illegible]

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION ______ HIGHWAY ______ LINE ______

PREFIX NO. ______ CONTRACT NO ______ SHRINK OR SWELL FACTOR ______

STATION		AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
"B-[illegible] P"							
1102+[illegible]		[illegible]	[illegible]				
1103+30		[illegible]				[illegible]	[illegible]
1103+[illegible]							
1105+[illegible]							
[illegible]							
1106+93							
1107+[illegible]							
[illegible]							
[illegible]							
[illegible]							
				[illegible]	[illegible]		
1107+[illegible]							
				[illegible]	[illegible]		
1107+[illegible]							
1107+[illegible]							
				[illegible]	28		
1108+[illegible]							
1108+9[illegible]							
[illegible]							
1109+[illegible]							

PAGE TOTAL	[illegible]	[illegible]
SUB TOTAL		

IBM NO.

PAGE NO. [illegible]

734-3103

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION ______ HIGHWAY ______ LINE ______

PREFIX NO. ______ CONTRACT NO. ______ SHRINK OR SWELL FACTOR ______

STATION		AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
[illegible]							
[illegible]							
[illegible]							
[illegible]							
[illegible]							

Extra [illegible]

PAGE TOTAL		
SUB TOTAL		

ISH NO.

PAGE NO. 2 of 2

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

F[illegible]

[illegible]

	[illegible]	[illegible]	[illegible]	[illegible]		Total		
①	[illegible]	"[illegible]"	[illegible]	[illegible]		20 cu yd		
		$\frac{3.5 \times 2 \times 76'}{27}$	=	20 cu yd				
②	[illegible]	"B"	—	[illegible]'		6 cu yd		
		$\frac{40 \text{ ft}^2 \times 4'}{27}$	=	6 cu yd				
③	[illegible]	"B"	[illegible]	[illegible]'		19 cu yd		
		$\frac{3.5 \times 3 \times 48'}{27}$	=	19 cu yd				

Total = 45 cu yd

[illegible]

[illegible] [illegible] [illegible]

[illegible] 3[illegible] [illegible] [illegible]

[illegible] = [illegible]

[illegible] = [illegible]

[illegible] = [illegible] [illegible]

[illegible] cement [illegible] mix = [illegible] per [illegible] Total

[illegible] Cost = [illegible] Total

Surfacing Calculation Sheet

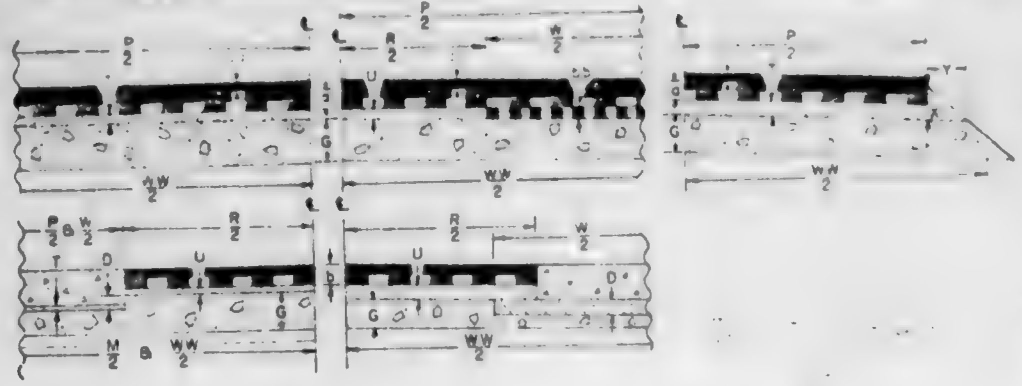
OREGON STATE HIGHWAY DIVISION

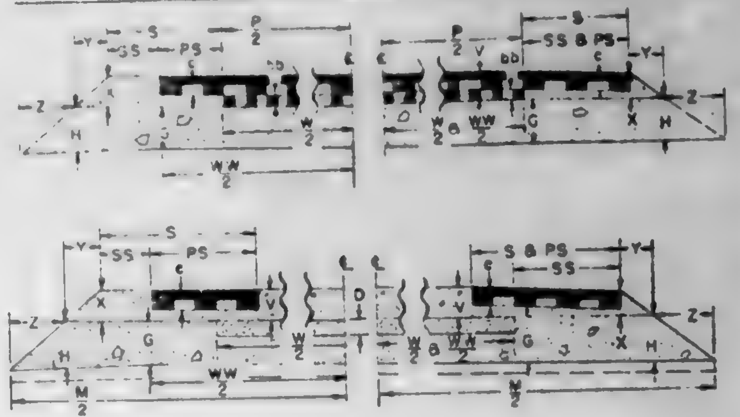
Sheet 1 of 2 Sheets

Made By ______ Date ______

Checked By ______ Date ______

Section ______ Highway ______ County ______





1385+50 – [illegible] (… 5" … 2")

Length of Section (L) [illegible] Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ______

LIME TREATED SUBGRADE (M) ______ x (L) ______ / 9 ______ (d) ______ Sq.Yds.

Lime (Depth in inches) ______ / 6 x .01125 x (d) ______ = ______ Tons

AGGREGATE BASE

[((G) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27 + ((G) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27] ((L)) = ______ (1.30) = ______ Cu.Yds.

((WW) x (G) x (L) / 27) or [((WW) x (G)) – ((D) x (W)) / 27 x (L)] = ______ (*) = ______ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) x (U)) + ((P) x (T)) / 27] ((L)) = ______ (1.30) = ______ Cu.Yds.

Shoulders [((W) + (X) +0.155 / 2 x (SS) [illegible]) + ((X) 0.093 / 2 x (Y) [illegible]) – ((PS) x (C)) / 27] (2) (L) (150?) = [illegible] (1.96*) = 2.3 Tons

WATERING Crushed Material ______ Cu. Yd. x .025 = ______ ; Earthwork ______ Cu. Yd. x ______ ** = ______ ______ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE ((W) x (D) / 27 x (L)) ( )* = ______ (e) ______ Tons

Cement in C.T.B .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ______ x (L) ______ x .000137 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ x (L) ______ x (bb) ______ x (Tons / Sq Ft / 1" Thick)* ______ = ______ (f) ______ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ______ = ______ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "u", "bb", "c" & "d" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

[illegible]FACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT
Roadway (P) ______ X (L) ______ X ______ Y (Tons/Sq.Ft. 1" Thick) ______ = ______ } ______ Tons
Shoulders & Median (R+PS) ______ X (L) ______ X ______ Y ______ ______
Asphalt Cement in Mixture .065 x ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~(9232)~~
Roadway & Shoulders (P) ______ X (L) ______ X (aa) ______ X (Tons/Sq.Ft. 1" Thick) ______ = ______ - (R) ______ Tons
Class "C"
Asphalt Cement in Mixture .07 x ______ = ______ Tons
~~Cement Additive in Mixture .01~~ x ______ = ______ Tons

ASPHALT PRIME COAT Aggregates ((WIDTH) ______ X (L) ______) (00083) = ______ Cu Yds
Asphalt (*) = ______ Tons

TACK COAT Emulsified Asphalt ((WIDTH) ______ X (L) ______) (0000091) (New Bituminous Surfaces) ______ Tons
(0000182) (Existing Surfaces) ______ Tons

ASPHALT PENETRATION MACADAM
Penetration Asphalt ((WIDTH) ______ X (L) ______) (*) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates $1\frac{1}{4}"-\frac{3}{4}"$ ( ) = ______
$\frac{3}{4}"-\frac{1}{2}"$ ( ) = ______
$\frac{1}{2}"-\frac{1}{4}"$ ( ) = ______
$\frac{1}{4}"-\#10$ ( ) = ______ } = ______ Cu Yds

* See below for factor

NOTE: Use only that portion of this sheet which is applicable
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

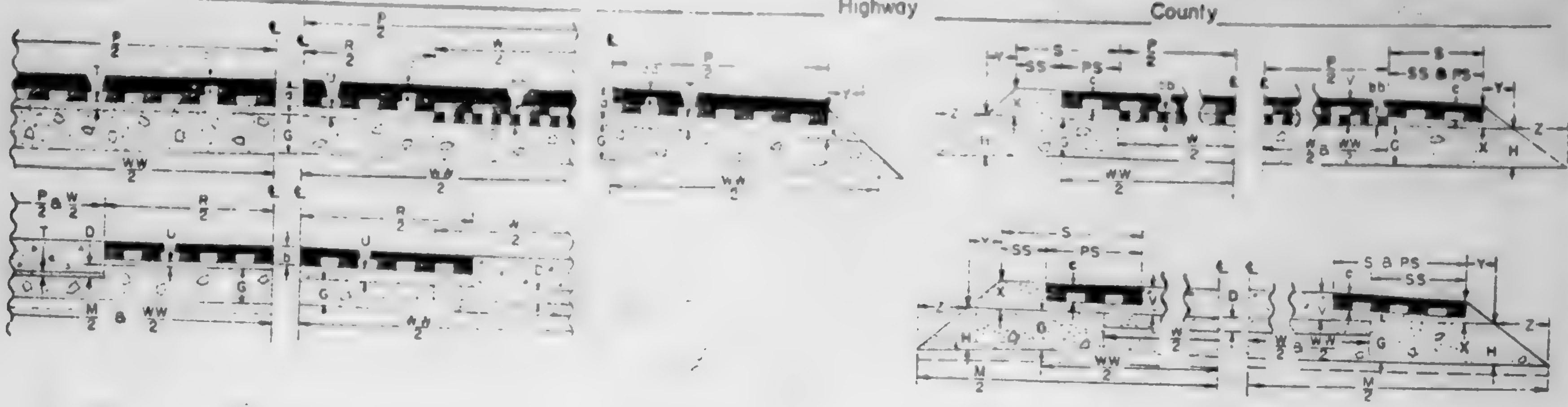
OREGON STATE HIGHWAY DIVISION

Sheet 2 of 3 Sheets

Made By ________ Date ________

Checked By ________ Date ________

Section ________ Highway ________ County ________



Length of Section 391± Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity ________

LIME TREATED SUBGRADE
(M) ________ x (L) ________ / 9 ---------- (Depth in inches) ---------- (d) ________ Sq.Yds.

Lime ____ / 6 x .01125 x (d) ________ = ________ Tons

AGGREGATE BASE

[((G) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27 + ((G) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27] ((L)) = ________

((WW) x (G) x (L) / 27) or [((WW) x (G)) - ((D) x (W)) x (L) / 27] = ________

(1.30) = ________ Cu.Yds.

(*) = ________ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) x (U)) + ((P) x (T)) / 27] ((L)) = ________

Shoulders [(~~(W)~~ + (X) 0.022 / 2 x ~~(S)~~ Y 11) + ((X) 0.022 / 2 x (Y) 11) - ((PS) x (C)) / 27] (2) ((L) 391±) = 9.6

(1.30) = ________ Cu.Yds.

(1.96) = 18.8 Tons

WATERING

Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ________ ** = ________

________ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE ((W) x (D) x (L) / 27) ( )* = ---------- (e) ________ Tons

Cement in C.T.B .055 x (e) ________ = ________ Tons

Asphalt in Seal (W) ________ x (L) ________ x .000137 ________ Tons

PLANT-MIX BITUMINOUS BASE (W) ________ x (L) ________ x (bb) ________ x (Tons / Sq Ft / 1" Thick)* = ---------- (f) ________ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ________ = ________ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable
The dimensions "U", "bb", "B", "C" & "D" shall be expressed in inches when used in calculating A.C Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT
Roadway (P) ______ X (L) ______ X ______ X (Tons Sq Ft 1" Thick) ______ = ______
Shoulders & Median (P1+P5) ______ X (L) ______ X ______ X ______ ______ } ______ (S) ______ Tons
Asphalt Cement in Mixture .065 x (S) ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~(SEAL)~~
Roadway & Shoulders (P) ______ X ______ X (aa) ______ X (Tons Sq Ft 1" Thick) ______ = ______ - (R) ______ Tons
Asphalt Cement in Mixture ______ x ______ = ______ Tons
Cement Additive in Mix ______ x ______ = ______ Tons

ASPHALT PRIME COAT
Aggregates ((WIDTH) ______ / ______) (00083) = ______ ______ Cu Yds
Asphalt (*) = ______ ______ Tons

TACK COAT Emulsified Asphalt ((WIDTH) ______ X ______)
(0000091) (New Bituminous Surfaces) ______ ______ Tons
(0000182) (Existing Surfaces) ______ ______ Tons

ASPHALT PENETRATION MACADAM
Penetration Asphalt ((WIDTH) ______ X (L) ______) (*) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates
1¼"–¾" ( ) = ______ ______
¾"–½" ( ) = ______ ______
½"–¼" ( ) = ______ ______
¼"–#10 ( ) = ______ ______ } = ______ Cu Yds

* See below for factor

NOTE: Use only that portion of this sheet which is applicable
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

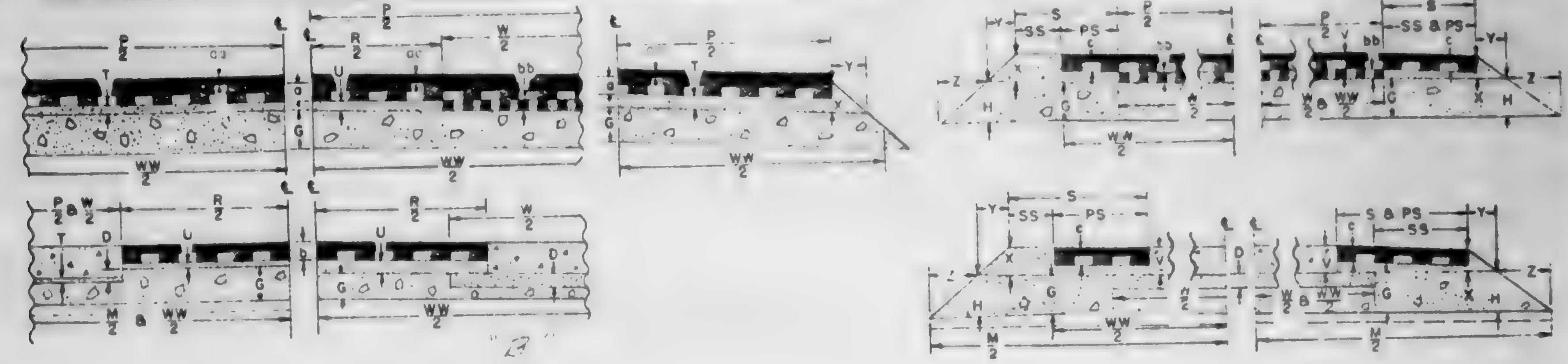
OREGON STATE
HIGHWAY DIVISION

Sheet 3 of 10 Sheets

Made By ______ Date ______

Checked By ______ Date ______

Section ______ Highway ______ County ______



Length of Section (L) 5417 Feet

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ______

LIME TREATED SUBGRADE $\frac{(M) \times (L)}{9}$ ______ (d) ______ Sq.Yds.

Lime $\frac{\text{(Depth in inches)}}{6}$ x .01125 x (d) ______ = ______ Tons

AGGREGATE BASE

$\left[\frac{\left(\frac{(G)+(H)}{2} \times (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right) + \left(\frac{(G)+(H)}{2} \times (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27}\right]$ ((L)) = ______

$\left(\frac{(WW) \times (G) \times (L)}{27}\right)$ or $\left[\frac{((WW) \times (G)) - ((D) \times (W))}{27} \times (L)\right]$ = ______

(1.30) = ______ Cu.Yds.

(*) = ______ Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{((R) \times (U)) + ((P) \times (T))}{27}\right]$ ((L)) = ______

Shoulders $\left[\frac{\left(\frac{(V) + (X)\ 0.162}{2} \times (S)\ 11'\right) + \left(\frac{(X)\ 0.162}{2} \times (Y)\ 6'\right) - ((PS) \times (C))}{27}\right]$ (2) (L) (5417) = 33.8

(1.30) = ______ Cu.Yds.

(1.96*) = 66.2 Tons

WATERING

Crushed Material ______ Cu. Yd. x .025 = ______

Earthwork ______ Cu. Yd. x ______ ** = ______

______ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE $\left(\frac{(W) \times (D) \times (L)}{27}\right)$ ( )* = ______ (e) ______ Tons

Cement in C.T.B .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ______ x (L) ______ x .000137 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ x (L) ______ x (bb) ______ x $\left(\frac{\text{Tons / Sq Ft}}{\text{1" Thick}}\right)^*$ ______ = ______ (f) ______ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ______ = ______ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "u", "aa", "b", "c" & "d" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

S ?FACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT
Roadway (P) ______ X (L) ______ X (e) ______ X (Tons/Sq Ft 1" Thick) ______ = ______
Shoulders & Median (P)+(PS) ______ X (L) ______ X (e) ______ X ______ = ______ } ______ (C) ______ Tons
Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~[illegible]~~
class C"
Roadway & Shoulders (P) [illegible] X (L) [illegible] X (ea) 2 X (Tons/Sq Ft 1" Thick) 0.00573 = ______ = (m) 175.5 Tons
Asphalt Cement in Mixture 07 x (m) 175.5 = 12.3 Tons
~~Cement Additive in Mixture 01~~ x (m) ______ = ______ Tons

ASPHALT PRIME COAT
Aggregates ((WIDTH) ______ X (L) ______) (00083) = ______ Cu. Yds
Asphalt (*) = ______ Tons

TACK COAT
Emulsified Asphalt ((WIDTH) [illegible] X (L) [illegible])
(0000091) (New Bituminous Surfaces) ______ Tons
(0000182) (Existing Surfaces) ______ 2.3 Tons

ASPHALT PENETRATION MACADAM
Penetration Asphalt (*) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates ((WIDTH) ______ X (L) ______)
1¼"–¾" ( ) = ______
¾"–½" ( ) = ______
½"–¼" ( ) = ______
¼"–#10 ( ) = ______
} = ______ Cu Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a," "ad," "b," "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

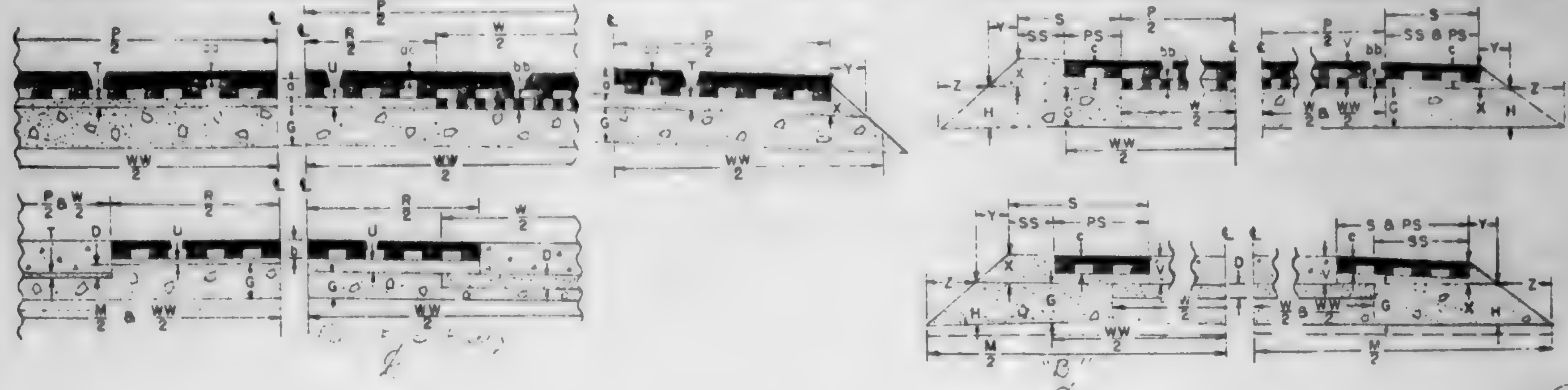
OREGON STATE HIGHWAY DIVISION

Sheet ____ of ____ Sheets

Made By ____ Date ____

Checked By ____ Date ____

Section ____ Highway ____ County ____



Length of Section (L) ____ Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ____

LIME TREATED SUBGRADE (M) ____ x (L) ____ / 9 ____ (Depth in inches) ____ (d) ____ Sq.Yds.

Lime ____ / 6 x .01125 x (d) ____ = ____ Tons

AGGREGATE BASE

[((G) + (H))/2 x (SS+Y) + (H)/2 x (Z)] / 27 + [((G) + (H))/2 x (SS+Y) + (H)/2 x (Z)] / 27 ((L) ____) = ____

((WW) x (G) x (L)) / 27 or [((WW) x (G)) - ((D) x (W)) x (L)] / 27 = ____

(1.30) = ____ Cu.Yds.

(*) = ____ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) x (U)) + ((P) x (T))] / 27 ((L) ____) = ____

Shoulders [((X) + .162)/2 x 5.2 + (.162/2 x 8.2) - ((PS) x (C))] / 27 (2) ((L) 2___) = 19.2

(1.30) = ____ Cu.Yds.

(1.9*) = 39.0 Tons

WATERING

Crushed Material ____ Cu. Yd. x .025 = ____

Earthwork ____ Cu. Yd. x ____ ** = ____

____ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE ((W) ____ x (D) ____ / 27 x (L) ____) ( )* = ____ (e) ____ Tons

Cement in C.T.B. .055 x (e) ____ = ____ Tons

Asphalt in Seal (W) ____ x (L) ____ x .000137 ____ Tons

PLANT-MIX BITUMINOUS BASE (W) ____ x (L) ____ x (bb) ____ x (Tons/Sq.Ft. 1" Thick)* ____ = ____ (f) ____ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ____ = ____ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "aa", "bb" and "d" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

S RFACING CALCULATION SHEE

ASPHALT CONCRETE PAVEMENT
Roadway (P) ____ X (L) ____ X (a) ____ X (Tons/Sq Ft 1" Thick) ____ = ____
Shoulders & Median (R)+(PS) ____ X (L) ____ X (b or c) ____ X ____ = ____
} (S) ____ Tons
Asphalt Cement in Mixture .065 x (g) ____ = ____ Tons

ASPHALT CONCRETE WEARING COURSE
Class "C"
Roadway & Shoulders (P) [illegible] X (L) [illegible] X (aa) [illegible] X (Tons/Sq Ft 1" Thick) [illegible] = ____ - (h) 1711.8 Tons
Asphalt Cement in Mixture .07 x (h) [illegible] = [illegible] Tons
~~Cement Additive in Mixture .01 x~~ ____ = ____ Tons
[illegible]

ASPHALT PRIME COAT
Aggregates ((WIDTH) X (L)) (.00083) = ____ Cu. Yds
Asphalt (*) = ____ Tons

TACK COAT
Emulsified Asphalt ((WIDTH) [illegible] X (L) [illegible]) (.0000091) (New Bituminous Surfaces) ____ Tons
(.0000182) (Existing Surfaces) ____ Tons

ASPHALT PENETRATION MACADAM
Penetration Asphalt (*) = ____ Tons
Emulsified Asphalt ( ) = ____ Tons
Aggregates ((W DTH) X (L))
$1\frac{1}{4}"-\frac{3}{4}"$ ( ) = ____
$\frac{3}{4}"-\frac{1}{2}"$ ( ) = ____
$\frac{1}{2}"-\frac{1}{4}"$ ( ) = ____
$\frac{1}{4}"-\#10$ ( ) = ____
} = ____ Cu. Yds

* See below for factor

NOTE: Use only that portion of this sheet which is applicable
The dimensions "a," "aa," "b," "c" & "ab" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

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FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"—¾" Aggregates				.00244					
¾"—½" Aggregates		.00122	.00144	.001	.00089	.001			
½"—¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"—No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

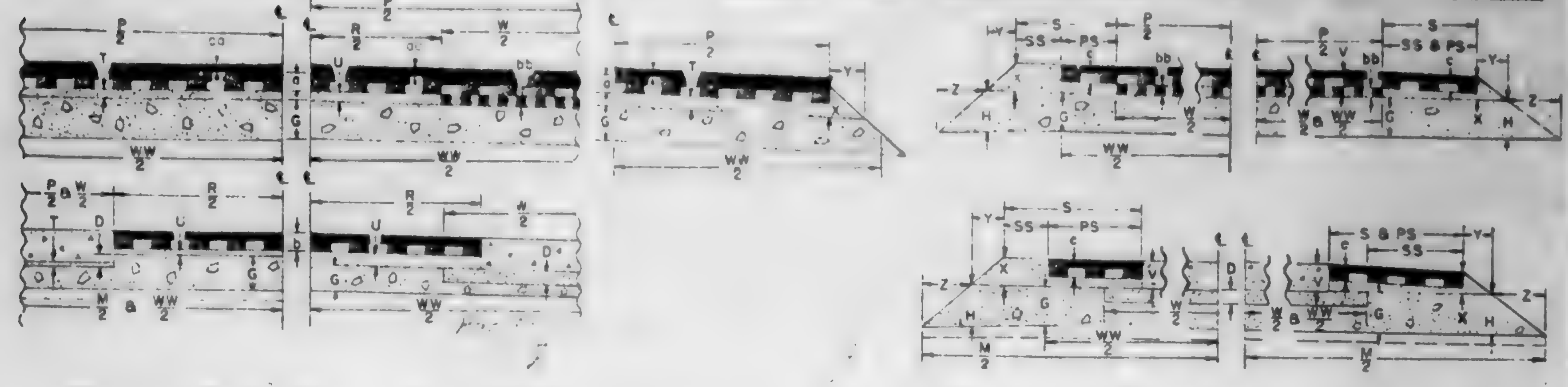
OREGON STATE
HIGHWAY DIVISION

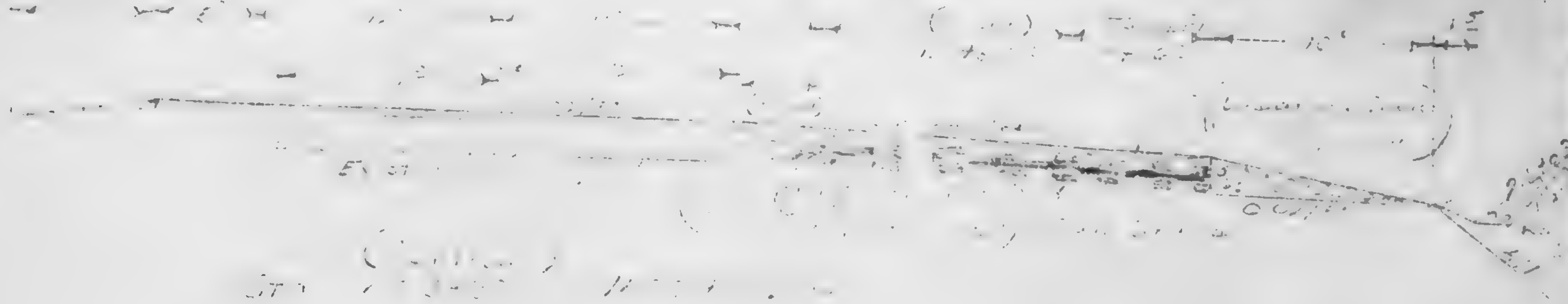
Sheet 5 of [illegible] Sheets

Made By ________ Date ________

Checked By ________ Date ________

Section ________ Highway ________ County ________





Length of Section (L) 243.5 Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ________

LIME TREATED SUBGRADE $\frac{(M)\ \_\_\_\_ \times (L)\ \_\_\_\_}{9}$ = ________ (d) Sq.Yds.

Lime $\frac{\text{(Depth in inches)}}{6}$ x .01125 x (d) ________ = ________ Tons

AGGREGATE BASE

$\left[\frac{\left(\frac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}+\frac{\left(\frac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]((L))$ = ________

$\left(\frac{(WW)\times(G)\times(L)}{27}\right)$ or $\left[\frac{((WW)\times(G))-((D)\times(W))\times(L)}{27}\right]$ = ________

(1.30) = ________ Cu.Yds.

(*) = ________ Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{((R)\times(U))+((P)\times(T))}{27}\right]((L))$ = ________

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-((PS)\times(C))}{27}\right]$(2) ((L)) = ________

(1.30) = ________ Cu.Yds.

([illegible]) = 223.6 Tons

WATERING

Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ________ ** = ________

________ M-Gals.

** Furnished By Construction Section

CEMENT TREATED BASE $\left(\frac{(W)\times(D)\times(L)}{27}\right)(\ \ )^{*}$ = ________ (e) Tons

Cement in C.T.B .055 x (e) ________ = ________ Tons

Asphalt in Seal (W) ________ x (L) ________ x .000137 ________ Tons

PLANT-MIX BITUMINOUS BASE (W) ________ x (L) ________ x (bb) ________ x (Tons/Sq.Ft. 1" Thick)* ________ = ________ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) ________ = ________ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable

The dimensions u, aa, a, c & bb shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.

All other dimensions shall be expressed in feet or decimals of feet.

S FACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT
Roadway ______ X ______ X ______ X (Tons/Sq Ft 1" Thick) ______ = ______
Shoulders & Median (R)+(PS) ______ X ______ X ______ X ______ = ______ } ______ Tons
Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~(SEAL)~~
Roadway & Shoulders ______ X ______ X (aa) ______ X (Tons/Sq Ft 1" Thick) ______ = ______ - ______ Tons
Asphalt Cement in Mixture .07 x (h) ______ = ______ Tons
~~Cement Additive in Mixture .01~~ x (h) ______ = ______ Tons

ASPHALT PRIME COAT
Aggregates ((WIDTH) ______ X (L) ______) (.00083) = ______ Cu Yds
Asphalt (*) = ______ Tons

TACK COAT Emulsified Asphalt ((WIDTH) ______ X ______)
(.0000091) (New Bituminous Surfaces) ______ Tons
(.0000182) (Existing Surfaces) ______ Tons

ASPHALT PENETRATION MACADAM
Penetration Asphalt (*) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates ((WIDTH) ______ X (L) ______)
1¼"-¾" ( ) = ______ ______
¾"-½" ( ) = ______ ______
½"-¼" ( ) = ______ ______
¼"-#10 ( ) = ______ ______ } = ______ Cu Yds

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

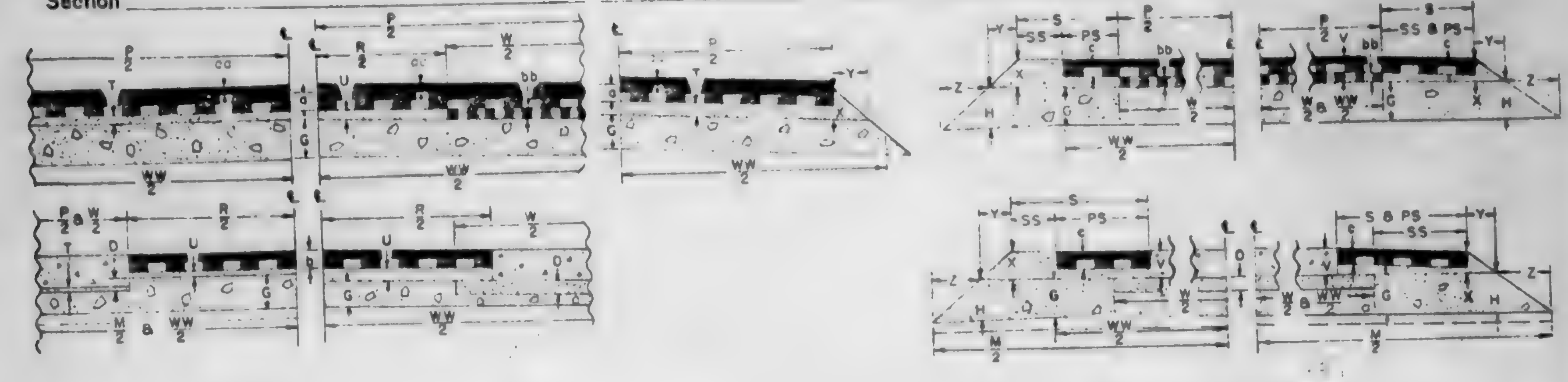
OREGON STATE
HIGHWAY DIVISION

Sheet 6 of [illegible] Sheets

Made By ________ Date ________

Checked By ________ Date ________

Section ________ ________ Highway ________ County ________



Length of Section (L) [illegible] Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ________

LIME TREATED SUBGRADE (M) ________ x (L) ________ / 9 ________ (d) ________ Sq. Yds.

Lime (Depth in inches) / 6 x .01125 x (d) ________ = ________ Tons

AGGREGATE BASE

[((G) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27 + ((G) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27] ((L)) = ________

((WW) x (G) / 27 x (L)) or [((WW) x (G)) − ((D) / 27 x (W)) x (L)] = ________

(1.30) = ________ Cu. Yds.

(*) = ________ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) x (U)) + ((P) x (T)) / 27] ((L)) = ________

Shoulders [(±(V) + (X) / 2 x (S) [illegible]) + ((X) / 2 x (Y) [illegible]) − ((PS) x (C)) / 27] (2) ((L) [illegible]) = [illegible]

(1.30) = ________ Cu. Yds.

([illegible] *) = [illegible] Tons

WATERING

Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ________ ** = ________

________ M-Gals.

** Furnished by Construction Section

CEMENT TREATED BASE ((W) x (D) / 27 x (L)) ( )* = ________ (e) ________ Tons

Cement in C.T.B .055 x (e) ________ = ________ Tons

Asphalt in Seal *, ________ x (L) ________ x .000137 ________ Tons

PLANT-MIX BITUMINOUS BASE (W) ________ x (L) ________ x (bb) ________ x (Tons / Sq. Ft. 1" Thick)* ________ = ________ (f) ________ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ________ = ________ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions u, aa, b, c & bb shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

S FACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (P) ________ X (L) ________ X (a) ________ X (Tons/Sq Ft 1" Thick) ________ = ________
Shoulders & Median (P)+(PS) ________ X (L) ________ X (b or c) ________ X ________ = ________
} ________ (g) [illegible] Tons
Asphalt Cement in Mixture .065 x (g) [illegible] = [illegible] Tons

ASPHALT CONCRETE WEARING COURSE ~~(SEAL)~~

Roadway & Shoulders (P) ________ X (L) ________ X (aa) ________ X (Tons/Sq Ft 1" Thick) ________ = ________ = (h) [illegible] Tons
Asphalt Cement in Mixture .07 x (h) [illegible] = [illegible] Tons
~~Cement Additive in Mixture .01 x (h)~~ ________ = ________ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) ________ X (L) ________) (.00083) = ________ Cu Yds
Asphalt (*) = ________ Tons

TACK COAT Emulsified Asphalt ((WIDTH) [illegible] X (L) [illegible])
(.0000091) (New Bituminous Surfaces) ________ [illegible] Tons
(.0000182) (Existing Surfaces) ________ [illegible] Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = ________ Tons
Emulsified Asphalt ( ) = ________ Tons
Aggregates ((WIDTH) ________ X (L) ________)
1¼"-¾" ( ) = ________ ________
¾"-½" ( ) = ________ ________
½"-¼" ( ) = ________ ________
¼"-#10 ( ) = ________ ________
} = ________ Cu. Yds

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a," "aa," "b," "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

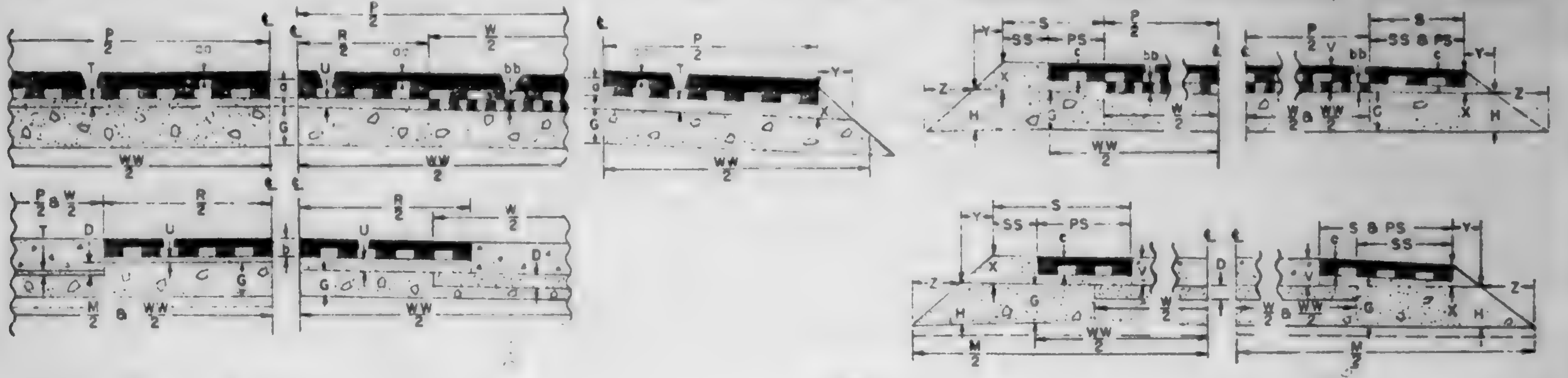
OREGON STATE
HIGHWAY DIVISION

Sheet 2 of 13 Sheets

Made By ________ Date ________

Checked By ________ Date ________

Section ________ Highway ________ County ________



(L)

Length of Section [illegible] Feet

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ________

LIME TREATED SUBGRADE

(M) (L)

________ X ________ / 9 ________ (d) ________ Sq.Yds.

(Depth in inches)

Lime ________ / 6 X .01125 X (d) ________ = ________ Tons

AGGREGATE BASE

[((G) + (H))/2 X (SS+Y) + ((H)/2 X (Z))] / 27 + [((G) + (H))/2 X (SS+Y) + ((H)/2 X (Z))] / 27 ((L)) = ________

((WW) X (G) X (L)) / 27 or [((WW) X (G)) - ((D) X (W)) X (L)] / 27 = ________

(1.30) = ________ Cu.Yds.

(*) = ________ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) X (U)) + ((P) X (T))] / 27 ((L)) = ________

Shoulders [((V) + (X))/2 X (S) ✓ 1.5) + ((1.5)/2 X (Y) 10.5) - ((PS) X (C))] / 27 (2) (L) 6509 = 112.6

(1.30) = ________ Cu.Yds.

([illegible]*) = 230.5 Tons

WATERING

Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ________ ** = ________

} ________ M-Gals.

** Furnished by Construction Section

CEMENT TREATED BASE

((W) X (D) X (L)) / 27 ( )* = ________ (e) ________ Tons

Cement in C.T.B .055 X (e) ________ = ________ Tons

Asphalt in Seal (W) ________ X (L) ________ X .000137 ________ Tons

PLANT-MIX BITUMINOUS BASE

(W) ________ X (L) ________ X (bb) ________ X (Tons / Sq Ft 1" Thick)* ________ = ________ (f) ________ Tons

Asphalt in Bituminous Base Mixture .055 X (f) ________ = ________ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (P) ______ X (L) ______ X (a) ______ X (Tons/Sq Ft 1" Thick) ______ = ______ } ______ ______ Tons

Shoulders & Median (P1+P2) ______ X (L) ______ X (b or c) ______ X ______ = ______

Asphalt Cement in Mixture .065 x (a) ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~(SEAL)~~

Roadway & Shoulders (P) ______ X ______ X (aa) ______ X (Tons/Sq Ft 1" Thick) ______ = ______ = (n) ______ Tons

Asphalt Cement in Mixture .07 x (n) ______ = ______ Tons

~~Cement Additive in Mixture .01 x (n)~~ ______ = ______ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) ______ X ______) (00083) = ______ ______ Cu Yds

Asphalt (*) = ______ ______ Tons

TACK COAT

Emulsified Asphalt ((WIDTH) ______ X ______) (.0000091) (New Bituminous Surfaces) ______ ______ Tons

(.0000182) (Existing Surfaces) ______ ______ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = ______ ______ Tons

Emulsified Asphalt ( ) = ______ ______ Tons

Aggregates ((WIDTH) ______ X (L) ______)

$1\frac{1}{4}"-\frac{3}{4}"$ ( ) = ______ ______

$\frac{3}{4}"-\frac{1}{2}"$ ( ) = ______ ______

$\frac{1}{2}"-\frac{1}{4}"$ ( ) = ______ ______

$\frac{1}{4}"-\#10$ ( ) = ______ ______ } = ______ Cu Yds

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a","aa","b","c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 83-734-3377-Rev. 7-74

Surfacing Calculation Sheet

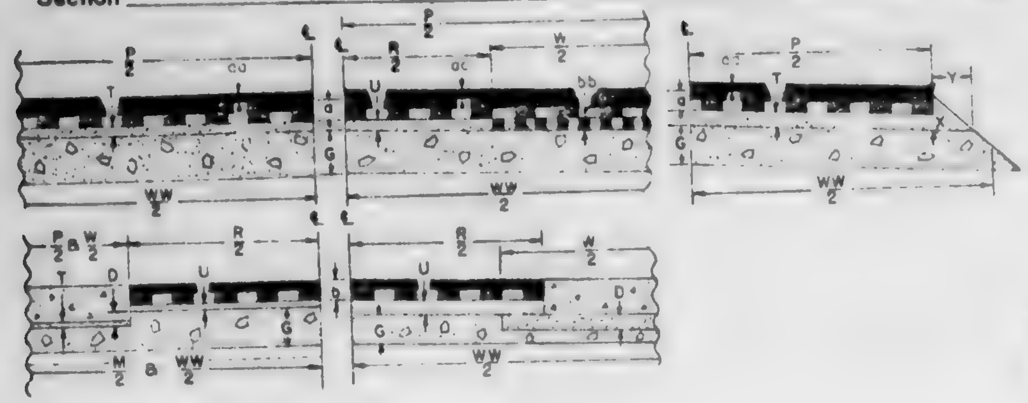
OREGON STATE
HIGHWAY DIVISION

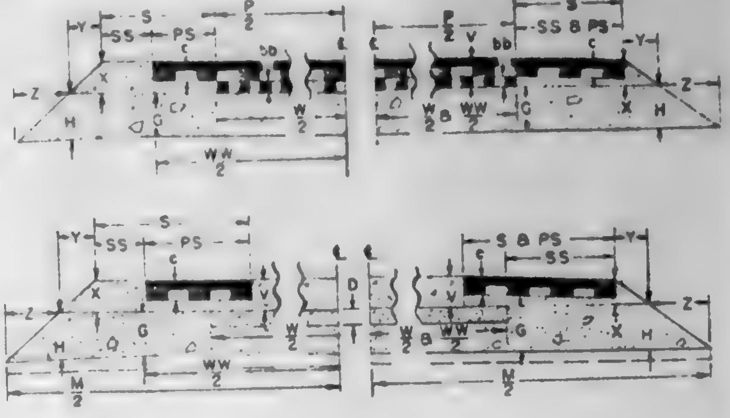
Sheet 2 of 10 Sheets

Made By ________ Date ________

Checked By ________ Date ________

Section ________ Highway ________ County ________





Length of Section (L) [illegible] Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ________

LIME TREATED SUBGRADE $\frac{(M) \quad \times \quad (L)}{9}$ ________ (d) ________ Sq Yds.

Lime $\frac{\text{(Depth in inches)}}{6}$ x .01125 x (d) ________ = ________ Tons

AGGREGATE BASE

$$\left[\frac{\left(\frac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}+\frac{\left(\frac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]((L)) = \_\_\_\_$$

$$\left(\frac{(WW)\times(G)}{27}\times(L)\right) \text{ or } \left[\frac{((WW)\times(G))-((D)\times(W))}{27}\times(L)\right] = \_\_\_\_$$

(1.30) = ________ Cu. Yds.

(*) = ________ Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{((R)\times(U))+((P)\times(T))}{27}\right]((L)) = \_\_\_\_$

Shoulders $\left[\frac{\left(\frac{-(V)+(X)}{2}\times(SS)\right)+\left(\frac{(X)}{2}\times(Y)\right)-((PS)\times(C))}{27}\right](2)((L)) = \_\_\_\_$

(1.30) = ________ Cu. Yds.

(*) = ________ Tons

WATERING

Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ________ ** = ________

________ M-Gals.

**Furnished by Construction Section

CEMENT TREATED BASE $\left(\frac{(W)\times(D)\times(L)}{27}\right)(\quad)^{*} =$ ________ (e) ________ Tons

Cement in C.T.B. .055 x (e) ________ = ________ Tons

Asphalt in Seal (W) ________ x (L) ________ x .000137 ________ Tons

PLANT-MIX BITUMINOUS BASE (W) ________ x (L) ________ x (bb) ________ x $\left(\frac{\text{Tons / Sq Ft}}{\text{1" Thick}}\right)^{*}$ ________ = ________ (f) ________ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ________ = ________ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "U", "aa", "b", "c" and "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

S FACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT

Roadway (P) ______ X (L) ______ X (a) ______ X (Tons/Sq Ft 1" Thick) ______ = ______

Shoulders & Median (B)+(PS) ______ X (L) ______ X (b or c) ______ X ______ = ______ } ______ (S) ______ Tons

Asphalt Cement in Mixture .065 x (S) ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~(SEAL)~~

Class [illegible]

Roadway & Shoulders (P) ______ X ______ X (aa) ______ X (Tons/Sq Ft 1" Thick) ______ = ______ = (R) ______ Tons

Asphalt Cement in Mixture .07 x (R) ______ = ______ Tons

~~Cement Additive in Mixture .01 x (R)~~ ______ = ______ Tons

ASPHALT PRIME COAT

Aggregates ((WIDTH) ______ X (L) ______) (00083) = ______ ______ Cu Yds

Asphalt (*) = ______ ______ Tons

TACK COAT Emulsified Asphalt ((WIDTH) ______ X (L) ______)

(0000091) (New Bituminous Surfaces) ______ ______ Tons

(0000182) (Existing Surfaces) ______ ______ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt ((WIDTH) ______ X (L) ______) (*) = ______ ______ Tons

Emulsified Asphalt ( ) = ______ ______ Tons

Aggregates

1¼"–¾" ( ) = ______ ______

¾"–½" ( ) = ______ ______

½"–¼" ( ) = ______ ______

¼"–#10 ( ) = ______ ______ } = ______ Cu Yds

* See below for factor

NOTE. Use only that portion of this sheet which is applicable.
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

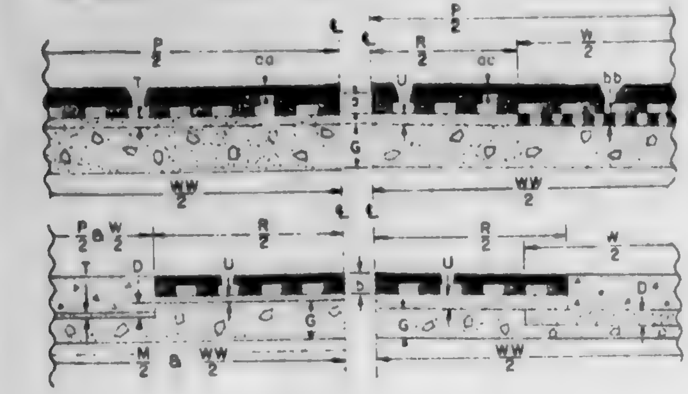
OREGON STATE
HIGHWAY DIVISION

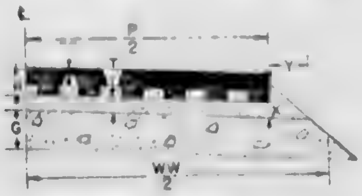
Sheet [illegible] of 10 Sheets

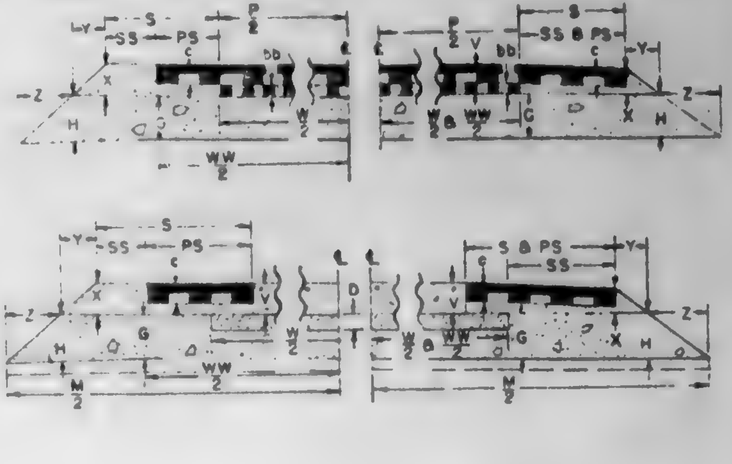
Made By ____________ Date ____________

Checked By ____________ Date ____________

Section ______________________ Highway ______________ County ______________







(L)

Length of Section [illegible] Feet

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity ____________

LIME TREATED SUBGRADE (M) ______ X (L) ______ / 9 ______________ (d) ______ Sq.Yds.

Lime (Depth in inches) / 6 X .01125 X (d) ______________ = ______________ Tons

AGGREGATE BASE

$$\left[\frac{\left(\frac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}+\frac{\left(\frac{(G)+(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]\left((L)\right)=\_\_\_\_\_\_$$

$$\left(\frac{(WW)\times(G)}{27}\times(L)\right)\text{ or }\left[\frac{\left((WW)\times(G)\right)-\left((D)\times(W)\right)}{27}\times(L)\right]=\_\_\_\_\_\_$$

(1.30) = ______________ Cu.Yds.

(*) = ______________ Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{\left((R)\times(U)\right)+\left((P)\times(T)\right)}{27}\right]\left((L)\right)=\_\_\_\_\_\_$

Shoulders $\left[\frac{\left(\frac{(X)+(Y)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right](2)\left((L)\right)=$ [illegible]

(1.30) = ______________ Cu.Yds.

(*) = 20.8 Tons

WATERING

Crushed Material ______________ Cu. Yd. x .025 = ______________

Earthwork ______________ Cu. Yd. x ______________ ** = ______________

} ______________ M-Gals.

** Furnished by Construction Section

CEMENT TREATED BASE $\left(\frac{(W)\times(D)}{27}\times(L)\right)\left(\quad\right)^{*}=$ ______________ (e) ______ Tons

Cement in C.T.B. .055 x (e) ______________ = ______________ Tons

Asphalt in Seal (W) ______ x (L) ______ x .000137 ______________ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ x (L) ______ x (bb) ______ x (Tons/Sq.Ft. 1" Thick)* ______ = ______________ (f) ______ Tons

Asphalt in Bituminous Base Mixture .055 X (f) ______________ = ______________ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions [illegible] shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

S FACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT
Roadway (P) ______ X (L) ______ X (a) ______ X (Tons/Sq.Ft. 1" Thick) ______ = ______
Shoulders & Median (R)+(PS) ______ X (L) ______ X (b or c) ______ X ______ = ______ } ______ ______ Tons
Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

ASPHALT CONCRETE WEARING COURSE ~~(SEAL)~~
Roadway & Shoulders (P) ______ X (L) ______ X (aa) ______ X (Tons/Sq.Ft. 1" Thick) ______ = ______ = (h) ______ Tons
Asphalt Cement in Mixture 07 x (h) ______ = ______ Tons
Cement ~~Additive in Mixture~~ .01 x (h) ______ = ______ Tons

ASPHALT PRIME COAT
Aggregates ((WIDTH) ______ X (L) ______) (.00083) = ______ ______ Cu Yds
Asphalt (*) = ______ ______ Tons

TACK COAT Emulsified Asphalt ((WIDTH) ______ X (L) ______)
(.0000091) (New Bituminous Surfaces) ______ ______ Tons
(.0000182) (Existing Surfaces) ______ ______ Tons

ASPHALT PENETRATION MACADAM
Penetration Asphalt (*) = ______ ______ Tons
Emulsified Asphalt ( ) = ______ ______ Tons
Aggregates ((WIDTH) ______ X (L) ______)
$1\frac{1}{4}$"–$\frac{3}{4}$" ( ) = ______ ______
$\frac{3}{4}$"–$\frac{1}{2}$" ( ) = ______ ______
$\frac{1}{2}$"–$\frac{1}{4}$" ( ) = ______ ______
$\frac{1}{4}$"–#10 ( ) = ______ ______ } = ______ Cu Yds

* See below for factor

NOTE Use only that portion of this sheet which is applicable
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

---

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	Gals./Ton at Normal Applic. Temp.	Tons/Sq.Ft.
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	Tons/Sq. Ft. 1" Thick
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	0-9	0-11	0-30	00-30	0-31	0-32	0-33
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Item #	[illegible]					Total	
		Extra Work					
~~12~~	~~[illegible]~~						x
13	Trench Exc.	[illegible]	Cu. Yd.	[illegible]		[illegible]	
16	[illegible]	[illegible]		[illegible]		$[illegible]	
17	[illegible]	[illegible]		[illegible]		$[illegible]	
19	[illegible] Wire [illegible]		[illegible]	[illegible]		$[illegible]	
21	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	
24	12" Culvert Pipe	118	Lin. Ft.	[illegible]		$[illegible]	
26	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	
27	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	
32	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	
43	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	
45	[illegible]	[illegible]	[illegible]	[illegible]		$[illegible]	
52	Type 2 Fence	[illegible]	[illegible]	[illegible]		$[illegible]	
58	4"-0 Slope Protection	464	Cu. Yd.	5.00		$2,320.00	x
60	Delineators	18	Ea.	15.00		$270.00	
62	Roadside Seeding & Mulching	0.4	acre	423.00		$169.20	
71	[illegible]	[illegible]	Lump Sum			$[illegible]	
72	[illegible]	[illegible]	Lump Sum			$[illegible]	
		(other Items Added)					
	Concrete Barrier Terminal	[illegible]		11.00		$[illegible]	

Total = 29,1[illegible]1.35

Plus Extra Work order
General Exc. $7,500.00

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

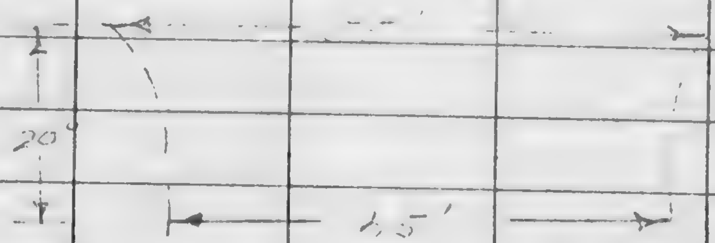
TABULATION SHEET

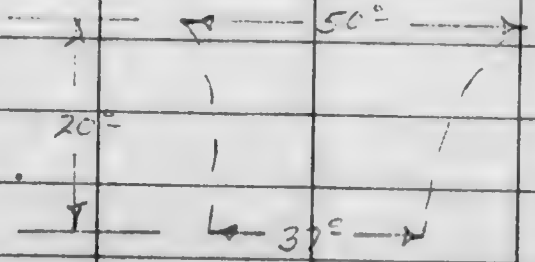
SHEET [illegible] OF [illegible] SHEETS

[illegible]

Const. [illegible]

	Sta.	To	Sta.	[illegible]			
	1410+25	To	[illegible]	[illegible]	1	= 1000 Ft²	
	[illegible]	[illegible]	[illegible]	[illegible]	1	= 800 Ft²	





Total (2 or 1,800 Ft²)

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET ....1.... OF ....1.... SHEETS

[illegible]

12" Culvert [illegible]

	Sta.	To	Sta.	[illegible]	[illegible]	[illegible]	Remarks	
	[illegible]	"B"	[illegible]	38'			([illegible]	Pipe)
				Total = ([illegible] ft)				

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

[illegible]

Form 81-734-3010

TABULATION SHEET

OREGON STATE HIGHWAY DIVISION

SHEET 1 OF 1 SHEETS

[illegible]

[illegible]

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	(Ex[illegible] Pipe	Existing)

([illegible] = [illegible])

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Fairground To Roberts Cr.
Off Ramp "B"

Type G-2 M A Inlets

	Sta	To	Sta	Rt/Lt	Total			
	1100+30			Rt 20°	1			
	1100+93			Lt 15°	1			
	1101+28			Rt 30°	1			
	1102+71			Rt 5°	1			
				Total = (4 Each)				

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Guard [illegible]

Ft/Ft.

1395+50 "B" [illegible] Lt. [illegible] ([illegible] Ft)

(#43)

(Masonry)

Mod. End [illegible] End Section

(#45) $1400+87^{5}$ "B" 1401+25 Lt. 8^{0} (37^{5} Ft)

Mod. End Masonry Concrete End Panel

1401+27 "B" $1401+41^{5}$ [illegible] (14^{0} Ft/or 1)

[illegible]

3522

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

Form A-103 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8363

Order No. 8 3

Date January 5, 1977

Section Fairgrounds Interchange-Roberts Creek

Highway Pacific

F.A.P. No. I-5-2(83)119

County Douglas

Prefix 610-1064 Account No.

Description of Work To Be Done: This order written to cover the value of the aggregates furnished to the project by the State. Transfer charges for the following quantities of aggregates produced and stockpiled at Bryden Stockpile by Price Agreement 32 Contract 8003 → I-5-3(95)124 to Contract 8363.

Location by Station Numbers: Throughout the project.

Estimate of Quantities and Costs:

Bid Item 16. Hauling & Placing Aggregate Shoulders Aggregate furnished by State 1"-0 50,000 tons @ $2.56/ ton	$128,000.00
Bid Item 17. Class "C" Asphalt Concrete Mixture Aggregate furnished by State 1/2"-0 & 1/4"-#10 42,500 tons @ $2.93/ ton	$124,525.00
Bid Item 18. Class "E" Asphalt Concrete Mixture Aggregate furnished by State 3/8"-0 11,800 tons @ $3.48/ ton	$ 41,064.00
Total cost increase to the project	$293,589.00

Explanation: The above quantities of aggregates was produced from materials excavated from Mt. Nebo under Contract 8003 and purchased by the State by Price Agreement No 32 for use on the subject project. Project authorization did not include the value of the aggregates furnished.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,673,833.94
Present estimate of project cost, including $293,589.00 for work under this order	$2,109,974.89
Expected ~~under-run~~ over-run (amount)	$ 436,140.95
Expected ~~under-run~~ over-run (per cent)	26.056

Space to right of this line is for use of Salem Office

Submitted by: W.A. Tison
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved:
Construction Engineer

APPROVED
STATE HIGHWAY ENGINEER
1-5-77

SP*72830-734

8363

December 16, 1976

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8363 for work on the Fairgrounds Interchange-Roberts Creek Section of the Pacific Highway in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 30 days is granted because of two added orders (Price Agreements 2 and 3) for storm drainage work.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8363

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 15, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Fairgrounds Int.-Roberts Creek
Contract No. 8363
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith a request from S. D. Spencer & Son for a 30-day increase in this contract time. Three-hundred (300) calendar workdays were allowed and the project is now in the winter, no count, dormant season with 48 percent of the time elapsed and about 65 percent of the work performed. The 300 days will expire in August of 1977, so another 30 days, even if needed, will not get into an additional work season.

The request is based on two significant added orders which cover a design change to provide a storm drain system with inlets to provide separate drainage at about 4500 feet of the new concrete median barrier instead of the drain slots through the barrier. The additional pipe is covered by Price Agreement No. 2 in the amount of $58,300. The additional trench exc., pipe under pavement and the inlets are covered by Price Agreement No. 3 extending bid quantities an additional $83,220. The 30 days requested is easily justified either on a time-money basis, as presented by the contractor, or on an actual elapsed time basis, as analyzed by the Resident Engineer for the work that has already been done.

This is an Interstate project and this extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR

DEC 15 '76

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 30-day time extension of contract time due to two added orders, (Price Agreements 2 and 3), which amount to $141,520.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or
Bridge Engineer

Deputy State Highway Engineer

Contract No.	
Project designation (State-Federal)	
Date awarded	
Work started	
Per cent completed (Date)	
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*6206-734

E-310 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

RECEIVED
1976
W. A. TI[illegible]
ENGR

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 15, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 330 days, within which to complete our Contract No. 8363, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Price agreements Nos. 2 and 3, by the addition of pipe and increases in units for pipe added for storm drains, increased contract amount by $141,520.00. The amount of the original contract was $1,438,555.50; hence, an increase in dollar amount of approximately 10%. The time to complete the work was approximately 30 days; therefore, our request of 10% or 30 days.

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By Les Jordan

CONSENT OF SURETY

Date November 15, 1976

We, St. Paul Fire and Marine Insurance Company, a Minnesota Corporation, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley, Attorney-in-fact

(SEAL)

Resident Agent

VANC
FILE
org. BILL

#8363

Salem, Oregon
November 23, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Type "A" Sign
Fairgrounds Rd.-Roberts Cr. Sec.
Pacific Highway
Douglas County
Contract No. 8363

Enclosed find six prints of the replacement sign at Station 2839+70 Rt. for the one omitted in the contract as per reference in Resident Engineer W. Tison's letter of November 18, 1976.

It was determined, by extending bid and apparent bid items, that a new sign requiring two supports would be less expensive than reinstalling the existing sign on three supports. Mr. Glenn Hossner of FHWA has been contacted by phone and gave verbal approval for this installation.

Please forward four copies to W. Tison for his use and distribution to the affected parties. A sign shop drawing submission to this office prior to sign fabrication will not be necessary.

WGB:az
Attachments
cc: Alfred Shirley, Jr.
W. Tison
G. K. Hossner
W. G. Beard

1-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
November 18, 1976

To: J.H. Versteeg
Road Design Engineer
Salem, regon

SUBJECT: Existing Type "A" Sign
Fairgrounds Inter.-Roberts Creek
Pacific Highway
Contract 8363

Attention: W.G. Beard

Attached field notes and cross section of a existing type "A" sign right of the southbound lanes station 2839+70. The sign apparently has been overlooked and will require moving to obtain a four foot clearance behind the newly installed guard rail. As is the highway edge of the sign is approximately flush with the face of the rail. The sign is made up with extruded sections. Please design and advise.

W.A. Tison
W.A. Tison
Resident Engineer

WAT/jm

cc: C.T. Keasey
Alfred Shirley, Jr.
file

REFERRED TO
✓ Beard WGB ____ Reed ____
____ Cole ____ ____ Semple ____
____ Erikson ____ ____ Watson ____
____ Hager ____ ____ Wolfe ____
Return Discuss [✓ Do] File Copy Due____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Christensen ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

RECEIVED
NOV 19 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up____/____
Other____

#8363 1-5

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

[illegible]tle Creek, Oregon
November [illegible], 1976

Re: [illegible] No. 5
[illegible] Inter.-Roberts Creek
Pacific Highway
Contract [illegible]

S[illegible] & Co.
P.O. Box [illegible]
Roseburg, [illegible]

Attention: [illegible]an

Gentlemen:

I have received a letter dated [illegible], 1976 from Pacemaker Industries, Inc., a supplier for your subcontractor, Coral Corporation. The contents of this letter is as follows:

"You have indicated on the approved shop drawing for sign # 55 on the above mentioned project that there is an additional sign # 45 that is identical to # 55 to be fabricated. This job was bid at 403½ square feet which does not include the sign # 45. Also this additional sign does not appear on sheet 2-J-2 of the signing plans. Would you please advise me if you want this sign built and if it will be identical to # 55".

It is necessary to fabricate sign # 45 which will be identical to sign # 55 to complete the contract. Information on s ign # 45 appears on sheets 2 J 1 and 2 J 3. By adding the square feet of sign # 45 to the 403½ square feet stated in the suppliers letter, the result is contract quantities.

Very truly yours,

W.A. Tison
Resident Engineer

REFERRED TO
✓ Beard WGB ____ Reed ____
____ Cole ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

WAT/jm

cc: Alfred Shirley, Jr.
Bill Beard
Coral Corp.
Pacemakers Industries, Inc.
file

RECEIVED
NOV 17 1976
ROAD DESIGN SECTION

____ Versteeg ____
____ Olson ____
1 Christensen Dor
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

Form 81-734-3123

8363

MEMO TO THE FILES November 15, 1976

R. D. Church
Contract Payments Engineer

Contract No's. 8003 & 8363

Received Estimate #3 for Contract 8363 (Fairgrounds-Roberts Creek) containing an item "Reduction Pending Rock Replacement" $25,780±.

I called Bill Tison, Resident Engineer, for an explanation and he said this material (Cl.C AC Aggr.) had been purchased from S. D. Spencer & Son on a Price Agreement for Contract 8003 (Garden Valley-Fairgrounds) and that Spencer had then used the material elsewhere. I told Mr. Tison I thought we should make the deduction from Contract 8003 where we had originally purchased it.

I then called Bobby Johnson, Assistant Resident Engineer for Contract 8003 and he agreed with me that we should deduct it from the estimate for that job.

I deducted 8800 tons @ $2.93 = $25,784.00 from P.A. 32, Contract 8003, Est. #29, and eliminated the deduction item from Contract 8363.

RDC:ljt

cc: John Bond
A. Shirley, Jr.
Bill Tison
A. W. Bates

#5323 1-5

Salem, Oregon
October 21, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

W. A. Tison
Resident Engineer

Fairgrounds Interchange--
Roberts Creek Section
Pacific Highway

As per your phone conversation this office, we are returning the shop drawings for the 90-inch structural plate pipe extension on subject project.

Based on the information you supplied, we believe the existing pipe to be of an 18 pi, 5 plate ring construction. With the plates staggered longitudinally, it would be impossible to join the 15 pi, 6 plate ring extension shown on the shop drawings to the existing pipe. Therefore, it is reaffirmed that you advise the contractor and his supplier of this situation and the necessity to provide a plate design that will match the existing structure.

WWR:az

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 21 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receive & Keep
Do not file
Return To
Bring Up
Other

8313 18

FORM 81 7.14 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
May 28, 1976

FILE:

NOTED
E. S. HUNTER

FROM: C. T. Keasey
Construction Engineer
Keasey

TO: J. X. Wilson w/att.
Bob Sandmann w/att.

SUBJECT: Asphalt-Rubber Chip Seal for
Bridge Deck Membrane
Fairgrounds Intch. - Roberts
Cr. Section
Pacific Hwy. I-5
Rowena Intch. Section and
The Dalles - Fifteenmile Cr.
Section
Columbia R. Hwy. I-80N

Each of the three subject projects, on which bids were received yesterday, May 27, contained specifications for Asphalt-Rubber Chip Seals for bridge deck membranes. These specifications in all three cases allowed an option for either "devulcanized rubber" (Option No. 1) or "vulcanized rubber" (Option No. 2) to be used in the asphalt-rubber seal.

Information just received (Jenkins May 26 memo attached) indicates virtually complete failure of the "devulcanized rubber" process (Option No. 1) in Arizona within a very short period of time.

This problem has been discussed with various staff people and with Highway Administration and it has been decided to eliminate the optional use of the "devulcanized rubber" system and to allow only Option No. 2, the "vulcanized rubber" system.

Please negotiate price agreements with your contractors, as we discussed by phone, reflecting this change in the specifications.

CTK:mk

Att.

cc: E. S. Hunter
J. H. Versteeg
Walt Hart
John Jenkins
FHWA w/att.

RECEIVED
STATE HWY ENGR
JUN 1 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

May 26, 1976

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Fairgrounds Inter.-Roberts Creek Section, Cont. - 610-1064

TO: Memo to the File

On May 24, 1976, I received a call from a contractor in Phoenix, Arizona who was interested in the rubber-asphalt bridge deck membranes for the Fairgrounds Road-Roberts Creek Section and other projects. He said he noted that we listed as options both the devulcanized rubber material (Option 1), and vulcanized rubber (Option 2), and wondered if we were aware that the devulcanized rubber test sections in Arizona had failed. I told him I was not aware of this.

On May 25, I called Mr. Gene Morris, Arizona Highway Research Engineer, who confirmed that 9 of 10 devulcanized rubber chip sealed test sections had indeed failed in the last week or so. Mr. Morris theorized that the extender oil, added to the rubber to make it react with the asphalt, dissociated from the rubber after a period of time. The extender oil then attacked the underlying asphalt, softening it, and causing it to bleed through the chip seal. The seal was then picked up by tires. Sometimes these failures occurred at pavement temperatures of about 125F and sometimes as low at 75F.

Mr. Morris recommended against using the devulcanized rubber seal coat on anything other than small jobs or as a surface coat. It might be alright as an inner layer to be surfaced with "E" mix, but is not certain. The reason for using it on small jobs is to control the magnitude of the failure, if any.

The devulcanized process as used by Arizona Refining is taxing the capabilities of the standard asphalt distributors, said Mr. Morris. The ability of the Arizona Refining process to function as expected has not yet been adequately established, he believes.

cc: E. S. Hunter
H. S. Coulter
R. L. Schroeder
J. H. Versteeg
C. T. Keasey
J. H. Wilson

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout
Read WZ

RECEIVED
MAY 27 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Discussed with Hart 5-27-76. They will discuss with Cont. on this project. Will make necessary changes for future. Doc

8363 18

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-2(83)119
Fairgrounds Interchange-Roberts Creek Section
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. Terpin's May 12 letter we have reviewed the overlay design analysis for the subject project which accompanied your letter of that date. We concur with the one and one-half inch overlay with leveling, plus a one-inch friction course as proposed through your design analysis.

G. K. Hossner
for G. L. Green

NOTED
E. S. HUNT

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
Terpin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Rulison
Versteeg
5-18-76

-15

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. I-5-2(83)119
Fairgrounds Interchange-Roberts Creek Section

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Douglas
	ITEM NO. I-845	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 27 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-5-76	5-5-76	Interstate Route 5
		STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:
I-5 6.2 miles south of Roseburg - SCL north 4.56 miles

GENERAL DESCRIPTION OF WORK:
Grade, Pave, Sign and Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Permanent & Stage Construction Striping	$6,000	
Temporary Erosion Control	5,000	~~2,400~~
On the Job Training	2,400	

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/14/76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's May 3 & May 5, 1976 requests and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,962,187 - Federal funds $1,810,706.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-5-76	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-651-095

8313

File BRS. 7711A, 7713A, 7714A, 7904, and 804A

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

April 29, 1976

RECEIVED
STATE HWY ENGR
APR 29 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Fairgrounds Intchg.-Roberts Cr. Section
Pacific Hwy.
Douglas Co.

Please refer to your letter dated April 12, 1976.

The proposed asphalt-rubber chip seal membrane requires the rock chips to provide the temporary and permanent riding surface and also to help key the AC overlay to the membrane layer. We do not feel there will be any problem with the rocks puncturing the membrane in light of discussions with suppliers and our materials engineers.

Indications are that placing roofing felt between the membrane and the AC overlay is not required to protect the rubber asphalt chip seal as it can carry traffic without protection, and the roofing felt layer is a potential source of pavement separation. Because of these factors, it is not proposed to use the roofing felt layer.

These items have been discussed with Herb Schell and Bob Pillsbury of the FHWA.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

JEB/ag

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4/14/76
BY (Signature): L.W. Rulien's 4/9/76 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ____ THRU ____

STAGE 2
ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
845	I-5-2(83)119	4.56	2,000,000	1,845,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Fairgrounds Interchange- Roberts Creek Section Douglas County State of Oregon	Grade, drain, High-type pavement, sign, and Illumination.

RECEIVED
STATE HWY ENG'R
APR 21 '76
REFER TO Rulien
FOR

Info	Inves	R/O	D/R	Sign	Act	File
						✓

REMARKS (Division)

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE 4/14/76
SIGNATURE AND TITLE
G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-AS
(Rev. 8-71)

GPO 915-890

4-14-76

8363

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPART. NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: April 12, 1976

In reply refer to: 1041BR.1/XRef. 407.5

SUBJECT: Oregon Project I-5-2(')119
Fairgrounds Interchange - Roberts' Creek Section
Asphalt - Rubber Chip Seal Membrane

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 13 '76
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

cy Rulien

Mr. Rulien's memorandum, dated March 22, 1976, requested approval of an asphalt-rubber chip seal for seven bridges near Roseburg.

We have discussed this matter further with Mr. Wallace in Bridge Design and have learned the following additional information:

1. The NB Shady Bridge is not to be included in this request.
2. The proposed asphalt-rubber chip seal will be overlaid with 1" of Class E mix on the first 3 bridges.
3. The chip seal will be placed over the existing overlay on the Speedway Road bridges.

We have information from both Nevada and our Federal Highway Projects Office regarding asphalt-rubber chip seals. Nevada tried 2 systems - a 2-layer chip seal which failed and a single-layer on a plant mix seal that appeared to work. Our experience in Washington State was with a rubber asphalt without chips. Half the bridge was a success and half failed.

It appears to us that the rubberized-asphalt alone will function as a membrane. If chips are placed in it, they will probably punch through and break the impervious membrane.

We therefore suggest that on the first 3 bridges you try using a layer of rubberized-asphalt on the deck, protected by roofing felt and overlaid with AC. We will approve this approach.

On the Speedway Road bridge we will approve the use of the seal as requested. It is expected that the rubberized-asphalt will penetrate some distance into the existing pavement and act as a membrane. The testing program should prove this out.

G. L. Green

9 3 6 2

~~PRO 6-2~~

April 9, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(83)119

We are submitting program data for one project, Item No. 845, Project No. I-5-2(83)119, "Fairgrounds Interchange - Roberts Creek Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project May 27, 1976.

JG:re

Enclosures

cc: Alfred Shirley, Jr. (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 9, 1976

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 68 I-5, 6.2 mi S of Roseburg SCL, N 4.56 mi	ADT	PRESENT 14,100	FUTURE (66) (70) 24,400	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr, Dr, H.T. Pave, Sign, Illum.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 I-	NUMBER 7 5-2

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas				CODE (14) 019
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID (32) I-5	STATE (36) I		U.S. (37) I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Fairgrounds Intchge.- Roberts Creek Sec.":	4.56	2,000,000	1,845,000	155,000	

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	4.56	2,000,000	1,845,000	155,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

1

REMARKS
Additional Data: Item Nos. 72,
Project Nos. I-5-2(17)119, I-5-3
and I-5-3(92)121.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 9, 1976

spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ebburg SCL, N 4.56 mi		14,100	24,400	96	10	Oregon	41	042	845

ATL. OREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							I-	5-2	(83)	119	

	COUNTY NAME	CODE	PROGRAM STAGE
state	Douglas	019	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
1	I-5	1	I-5

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						RR protective service as required.
rgrounds Intchge.- erts Creek Sec.":	4.56	2,000,000	1,845,000	155,000		ROW-250' normal; Access control - full; Parking restrictions-complete.
JG PROJECT TOTALS	4.56	2,000,000	1,845,000	155,000		

REMARKS
Additional Data: Item Nos. 72, 317, 669 & 737;
Project Nos. I-5-2(17)119, I-5-3(54)121, I-5-2(69)109
and I-5-3(92)121.

-OVER-

FAIRGROUNDS INTERCHANGE - ROBERTS CREEK SECTION

PROJECT NO. I-5-2(83)119

REMARKS - continued

Project Data: The work consists of (1) grade, drain, and overlay with H.T. pavement the existing facility consisting of four 12-ft. lanes with 10-ft. right and 6-ft. left shoulders and 8.4-ft. minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, illumination, guardrail, median barrier, and minor drainage structures and other appurtenances; (3) RR proctective servoce as required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on August 8,1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under the Oregon Action Plan (Category 3 project)

(b) Location/Design - - - Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

(4) The project extends approximately 1.63 miles northerly into route - section 3.

(5) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - -
Safety Revisions (Y codes 002,007,030,101,106
Total Estimated Cost

Unusual Circomstances:

(1) The work extends approximately 0.4
the project to include updating on
lane in conformance with the MUTCD

(2) State furnished aggregate material
No. I-5-3(95)124.

INTERCHANGE - ROBERTS CREEK SECTION

ROJECT NO. I-5-2(83)119

consists of (1) grade, drain, and overlay
existing facility consisting of four 12-ft.
and 6-ft. left shoulders and 8.4-ft. mini-
revisions to bring to present Interstate
lopes, signs, illumination, guardrail, median
age structures and other appurtenances; (3)
required.

Exempt from State Clearinghouse and
A-95 review under working agreements.

Non-major action project concurred in by

s - - - None required under the Oregon Action
Plan (Category 3 project)
n - - - Not a factor in the development of
this project.

o trainees, as set forth in FHWA order Interim
n this project will be determined at PS & E
the number stipulated in the PS & E documents.

ct qualifies as a "Safety Improvement Project"
provisions of FHPM 6-8-2-1 as the work, other
overlay, is for the correction of features
d as hazardous in the AASHTO report, "Highway
d Operational Practices Related to Safety".

ect is in Congressional District No. 4.

ct extends approximately 1.63 miles northerly
e - section 3.

ary landscaping of this section to conceal the
ion scars caused by this project will be done
eparate project or projects in the future as
nstruction".

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - - - -	$1,300,000
Safety Revisions (Y codes 002,007,030,101,106)- -	700,000
Total Estimated Cost	$2,000,000

Unusual Circomstances:

(1) The work extends approximately 0.45 mile northerly of the the project to include updating one sign in the south bound lane in conformance with the MUTCD.

(2) State furnished aggregate material produced under Project No. I-5-3(95)124.

8363

March 22, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Fairgrounds Interchange-Roberts Creek Section
Project No. I-5-2(-)119
Asphalt-Rubber Chip Seal Membrane
Experimental, Category 2

We are requesting approval for the use of asphalt-rubber chip seal membrane on the following listed structures as experimental Category 2 under FHPM 6-4-2-4.

Br. No. 7711A, Oxing Garbage Dump Road
" 7713, N.B. Oxing S. Umpqua R. and SPRR (Shady Br.)
" 7713A, S.B. Oxing S. Umpqua R. and SPRR (Shady Br.)
" 7714A, Oxing Oakland - Shady Highway
" 7804, N.B. Oxing Speedway Road
" 7804A, S.B. Oxing Speedway Road

There are several reasons why we wish to use this membrane in the experimental program: It is light as it only requires a 1/2-inch application which is important on long spans such as Br. No. 7713A; we believe it will hold firm on a steep superelevation as on Br. Nos. 7711A and 7714A; it will bond to the existing AC and has charactistics making it suitable as a temorary or permanent wearing surface, its ability to withstand traffic wear will be tested.

These structures will be added to the on going work plan for experimental deck seal or waterproofing and reported on as outlined in the work plan. The specifications will require the contractor to use the above mentioned process and contain instruction for its application.

DAR:re

cc: Walt Hart
J. H. Versteeg D. E. Swanson

#8323 I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
March 15, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention: D. O. Christensen
Final Design Engineer

SUBJECT: Signing
Fairgrounds Interchange-Roberts Creek Section
Pacific Highway
Douglas County

This office has reviewed the preliminary plans for the above-named safety project.

Please add an exit gore sign similar to sign 45 in the vicinity of Station 2785+50 for northbound traffic.

This office desires the use of the exit gore sign to supplement overhead exit direction signs. The basic need is for a sign to indicate the exiting point, therefore, consistency in the application of this type of sign is of much importance.

L E George
L. E. George
Traffic Engineer

ELS:ds

cc: Alfred Shirley, Jr.
W. G. Beard

~~REFERRED TO~~
~~Beard Reed~~
~~Cole Sample~~
~~Eriksen Watson~~
~~Hager Wolfe~~
~~Return Discuss Do File Copy Due~~
~~BY FINAL DESIGN ENGINEER~~

1 Versteeg ✓
Olson
2 Christensen Doc
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Swenson
Anderson
Trout
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RECEIVED
MAR 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up ___/___
Other

11 0 - 3

Salem, Oregon
March 12, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Alfred Shirley
Region 3 Engineer

Fairgrounds Interchange--
Roberts Creek Section
Pacific Highway
Douglas County

The rpoposed asphaltic concrete overlay on the project causes problems at five structure locations.

There are three possible solutions to the overlay problem at structures:

1. Raise the structure to the new grade.
2. Excavate the existing surfacing for a distance form each end of the structure and replace with full depth paving to provide the C.B.E. requirement of 16 inches.
3. Taper the overlay thickness to meet the structure. This would be accomplished by removing two or three inches of the existing surfacing to permit bringing the top lift of the overlay to the bridge end. This treatment would not provide full pavement strength at the ends of structures.

The Bridge Section has provided us with cost estimates for raising the structures and we have made cost estimates for excavating and replacing full depth paving. Raising the structures was considerably more costly in all cases.

The choice remaining is whether to excavate for full depth paving or taper the overlay.

The condition at each of the structure locations is as follows:

A. Garbage Dump Interchange Bridge No. 7711A
Remove existing A.C. on deck (Max. 6") and replace with 2 1/2" A.C. Proposed roadway overlay 2 1/2".

B-1. Umpqua River Bridge NB No. 7713A
No existing A.C. on deck. No.A.C. to be added. Proposed roadway overlay 2 1/2".

B-2. Umpqua River Bridge SB No. 7713A
No existing A.C. on deck. Add 1 1/2" A.C. to deck. Proposed roadway overlay 2 1/2".

C. O/xing Oakland-Shady Highway Bridge No. 7714A
No existing A.C. on deck. Add 1 1/2" A.C. to deck. Proposed roadway overlay 2 1/2".

D. O'Xing Speedway Lane Bridges No. 7804 & 7804A
Existing A.C. on decks (3-3 1/2") to remain. Add 1/2" A.C. to decks. Proposed roadway overlay 2 1/2".

E. Roberts Creek Bridges No. 7835, 7835A
Existing A.C. on decks (1 1/2"-2") is proposed to remain. Add 1/2" A.C. to decks. Pooposed roadway overlay 5". We do not plan to include the work on these structures in this job, but would like to determine the roadway treatment. We will adjust the end of project accordingly.

Please review the bridge ends and recommend the treatment preferred. This project is on the letting schedule for May 27, 1976. It would be appreciated if we could have your decision by March 19, 1976.

It has been suggested that if we go to the full depth alternate that instead of using full depth A.C., we use high early-strength P.C.C. for the bulk of the depth. The top 3 or 4 inches should continue to be made of A.C. This has been used with good success on I-5 in the Portland Area.

One copy of the Bridge Section's recommendations for structure surfacing is attached.

FE:az
Attachment
cc: L. L. Wallace
Fred Eriksen

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 10, 1976

FILE: BRS 7711A
7713
7713A
7714A
7804
7804A

FROM: L. L. Wallace
Bridge Design Engineer

By
J. E. Backstrand
Supervising Design Engineer

TO: Mr. Duane O. Christensen
Final Design Engineer

SUBJECT:
Fairgrounds Intch.-Roberts Cr. Sec.
Pacific Highway
Brs. Nos. 7711A, 7713, 7713A, 7714A,
7804 and 7804A

Assuming that the shorter structures will not be raised, the following recommendations for overlaying the structures within the limits of the above projects are made:

Bridge 7711A, Oxing Garbage Dump Rd.

1.	Remove existing A.C.W.S. (Average 4" depth with 6" maximum.)	
2.	Place "D" mix leveling course	= 1 "
3.	Place asphalt-rubber chip seal membrane	= 1/2"
4.	Place Class "E" mix course	= 1 "
	Total wearing surface including membrane	2 1/2"

Bridge 7713, NB Oxing S. Umpqua R & SPRR (Shady Br.)

1. No existing A.C.W.S.
2. Replace or repair deck under another contract.

Bridge 7713A, SB Oxing S. Umpqua R & SPRR (Shady Br.)

1.	No existing A.C.W.S.	
2.	Place asphalt-rubber chip seal membrane	= 1/2"
3.	Place Class "E" mix course	= 1 "
	Total wearing surface including membrane	= 1 1/2"

1 Versteeg ✓
Olson
2 [illegible] Doc
Swenson
Anderson
Trout

RECEIVED
MAR 11 1976
ROAD DESIGN SECTION

[illegible] Reply ☐
[illegible] ☐
Return To
Bring Up

REFERRED TO
Beard
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Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Bridge 7714A, Oxing Oakland-Shady Hwy.

1. No existing A.C.W.S.
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1 "

Total wearing surface including membrane 1 1/2"

Bridge 7804, NB Oxing Speedway Rd.

1. Leave existing A.C.W.S. in place = 3 1/2"
2. Place asphalt-rubber chip seal membrane & W.S. = 1/2"

Total wearing surface including membrane 4 "

Bridge 7804A, SB Oxing Speedway Rd.

1. Leave existing A.C.W.S. in place = 3 "
2. Place asphalt-rubber chip seal membrane & W.S. = 1/2"

Total wearing surface including membrane = 3 1/2"

The asphalt-rubber chip seal can serve as a temporary or permanent riding surface for traffic.

KA:dh

cc C. G. Swenson
W. J. Quinn
A. C. Harwood

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 25, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Metal Guardrail

TO: John W. Sheldrake
Maintenance Services Engineer

The Regions are still buying the salvaged guardrail on interstate projects. See the attached letter to Glen L. Green on the Fairgrounds Interchange-Roberts Creek Section on I-5 in Region 3.

We do not plan to specify the re-use of state furnished materials on interstate projects. On other highway projects this might be a desirable alternate. Normally we are dependent on the Regions to generate the use of salvaged materials on highway projects being prepared under their supervision.

JHV:jh
cc: H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
FEB 26 1976
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1976

SUBJECT: Re: Salvaged Metal Guardrail

To: J. H. Versteeg
Road Design Engineer

John W. Sheldrake

From: J. W. Sheldrake,
Maintenance Services Engineer

There appears to be very little possibility, due to shortage of maintenance dollars, that maintenance can undertake a paint removal and/or re-galvanizing program on metal guardrail salvaged from safety improvement projects.

Would it be worth considering specifying such a procedure on new construction or improvement projects as State furnished material? That is, require the contractor to prepare the rail for reinstallation as a part of the bid items.

JWS:hc

cc: H. S. Coulter

1 Versteeg ✓
Olson
Terpin
Scott
2 Swenson
Anderson
Trout

RECEIVED
FEB 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

x263

Form FHWA 121 (Rev. 5-73)

1-5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 23, 1976

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-3(-)
Fairgrounds Interchange-Roberts Creek Section
Pacific Highway
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur with your proposal to use $0.061 per pound salvage value for guardrail and associated hardware on the subject project as requested in Mr. Versteeg's February 13 letter.

for G. K. Hossner
G. L. Green

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
3 Swenson
Anderson
Trout

RECEIVED
MAR 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring Up
Other

RECEIVED
STATE HWY ENGR
FEB 27 '76
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Rubin

REFERRED TO
Beard
Reed
Cole
Sample
✓ Eriksen TE
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8363

1859

OREGON STATE
HIGHWAY DIVISION
Road Design Section
Room 223
Oregon State Highway Building
Salem, Oregon 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 13, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97303

Dear Mr. Green:

Re: Fairgrounds Interchange-Roberts Creek Sec.
Pacific Highway
Douglas County

It is proposed to allow the contractor on the project to remove the existing guard rail and metal median barrier. The contractor will be permitted to use any part of the removed material which meets current standard in the construction of new guard rail. It is anticipated there will be an excess of 18,000 feet of guard rail.

We will specify the unused rail members and hardware remain the property of the State. The contractor will stockpile the salvaged material in the state stockpile site near Brockway at the direction of the engineer.

The project will be credited in the amount of $0.061 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.016 per pound.

2. Extra cost to the contractor for hauling and stockpiling in the stockpile site = $0.045 per pound.

Initially the project will be credited for 131,000 pounds at $0.061 = $7,991.00. The credit to the project will

Form 81-734-3122

be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Wm H Sample
William H. Sample
(Acting) Final Design Engineer

WHS:az
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
A. J. Shirley
C. G. Swenson
Fred Eriksen

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
FOR

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 13, 1976

FILE:

Wm H Sample

FROM: ~~W. H.~~ Sample
Acting Final Design Engineer

TO: Alfred Shirley, Jr.
Region III Engineer

SUBJECT: Field Cross-sections
Fairgrounds Inter.-Roberts Creek Sec.
Pacific Highway
Douglas County

The above-named project is currently scheduled for bid opening on May 37, 1976. In order to complete the signing portion of the contract we would appreciate cross-sections at the locations listed below. These cross-sections are needed from the fog line out to 70 feet where there is no guard rail and out to 40 feet where there is a guard rail.

We would also appreciate the location of any logo signs within the project limits.

Existing Station	New Station	Sign Message
2729+00 Rt.	2728+90 Rt.	Green District, Roseburg, Exit 1/2 Mile
2734+00 Lt.	2733+90 Lt.	McLain Avenue, Exit 1/2 Mile & Gas
2734+25 Rt.	2734+10 Rt	S. Umpqua River
2743+85 Lt.	2743+95 Lt.	S. Umpqua River
2766+00 Rt.	2766+10 Rt.	Winston, Coos Bay, Exit 1/2 Mile
2800+00 Lt.	2799+50 Lt.	Ocean Beaches, Next Right

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ✓ Sample WHS
____ Eriksen ____ ____ Watson ____
____ Hager ____ ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson
2 Christensen

____ Scott ____
____ Swenson ____
____ Anderson ____
____ Trout ____

RECEIVED
FEB 25 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____
Other ____

WGB:az
cc: C. T. Keasey
W. G. Beard

2-20-76

cc: Bill Tism - As we discussed, please proceed with gathering requested data as soon as possible.
W. H. Sample - Your info.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 20, 1976

FILE: LOC 17

FROM: J.X. Wilson
J. X. WILSON
Regional Construction Engr.

TO: Frank E. Terpin
Final Design Engineer

SUBJECT: Fairgrounds Rd.-Roberts Cr.
Pacific Highway
Douglas County

Attached is a lease agreement and price agreement for stockpiling aggregates from Mt. Nebo on Bryden property for future highway construction. It is our intention to use these stockpiled materials on the subject section as well as the Roberts Cr.-So. Dillard Intch. Sec.

As indicated on P.A. #32, ample aggregates will be available for use on the subject project.

JA/cw
Attach.

copy
copy
copy

RECEIVED
[illegible] 1976
ROAD
DESIGN

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 3, 1975

Mr. and Mrs. Clifford M. Bryden
1058 S. E. Kane
Roseburg, Oregon 97470

File 48611
Garden Valley Rd.-Fairgrounds Rd.
Pacific Highway
Douglas County

Dear Mr. and Mrs. Bryden:

This is to advise that we now have approval of the ground lease for the property lying in Lots 17 and 18 and part of 19 between the old and new highways.

Under the terms of this lease, the consideration for the first year from April 1, 1975, to April 1, 1976, will be the preparation of the eight acre site. The two following years rent will be $5,000 each. After April 1, 1977, the State shall have the option to renew the lease for a further three year period on the same terms.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

AE
mp

cc: A. Shirley, Jr., w/c lease
Virgil Wilson
Maintenance Section

RECEIVED
JUN - 4 1975

cc: A.W. Bot
Sent cc

Form 81-734-3030

File

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 3, 1975

FILE: ROW 12

J. E. Christopherson

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

SUBJECT: R/W Access Control and Obligation Forms E-300

TO: A. W. Bates
Resident Engineer

Attached is an Access Control and Obligation Form E-300 for the following parcel:

R/W FILE NO.	OWNER	PROJECT OR SECTION
48611	Clifford & Shirley Bryden	Garden Valley Rd.-Fairgrounds Pacific Highway Douglas Co.

Upon completion of the State's obligations, sign the form as completed, date and return to this office for further distribution.

cw

5-23-75

Highway Division
File: 46511

GROUND LEASE

THIS INDENTURE, made this 2nd day of June, 1975, by and between Clifford M. and Shirley V. Bryden, 1058 SE Kane, Roseburg, Oregon 97470, hereinafter called "Lessor" and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State",

WITNESSETH:

That Lessor, for and in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by State, its officers, agents, representatives, successors and/or assigns has leased and does hereby lease and let unto State all that tract or parcel of land situated in Douglas County, State of Oregon, more particularly described as follows, to wit:

All of Lots 17 and 18 and part of Lot 19 lying west of Old Highway 99, Boggs Orchard Tracts in the NE of SE of Sec 2 T28S R6W and being 8.0 acres.

TO HAVE AND TO HOLD the said premises, with the appurtenances, unto State, its officers, agents, representatives, successors and/or assigns from the 1st day of April, 1975, for and during and until the 1st day of April, 1978, it being intended that this lease shall cover a period of 3 years upon the payment by State of rent therefor as hereinafter stated, with the option to renew said lease for a further term of 3 years, upon the same terms and conditions herein stated.

And State, in consideration of the leasing of the premises as aforesaid by Lessor to State, does covenant and agree with Lessor, his heirs, successors and/or assigns, to pay Lessor rent for said premises as follows: for the year April 1, 1975, to April 1, 1976, certain land improvements as provided for on page 2 of this lease will constitute the first years rent; thereafter on April 1, 1976, and April 1, 1977, annual rent of $5,000.00 will be due and payable by the Department of Transportation.

IT IS UNDERSTOOD AND AGREED, that State shall not sublet said premises, or any part thereof, or assign this lease without the written consent of Lessor.

IT IS AGREED AND UNDERSTOOD, that the said premises are leased and taken by State for the purposes of storing crushed rock, sand and gravel, and other road building materials and/or equipment and supplies, and it is further understood and agreed that State may also install or erect, operate and maintain on said premises such buildings, structures, machinery or equipment necessary in the use and employment of said premises by State in connection with highway

WITNESSETH:

That Lessor, for and in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by State, its officers, agents, representatives, successors and/or assigns has leased and does hereby lease and let unto State all that tract or parcel of land situated in Douglas County, State of Oregon, more particularly described as follows, to wit:

All of Lots 17 and 18 and part of Lot 19 lying west of Old Highway 99, Boggs Orchard Tracts in the NE of SE of Sec 2 T28S R6W and being 8.0 acres.

TO HAVE AND TO HOLD the said premises, with the appurtenances, unto State, its officers, agents, representatives, successors and/or assigns from the 1st day of April, 1975, for and during and until the 1st day of April, 1978, it being intended that this lease shall cover a period of 3 years upon the payment by State of rent therefor as hereinafter stated, with the option to renew said lease for a further term of 3 years, upon the same terms and conditions herein stated.

And State, in consideration of the leasing of the premises as aforesaid by Lessor to State, does covenant and agree with Lessor, his heirs, successors and/or assigns, to pay Lessor rent for said premises as follows: for the year April 1, 1975, to April 1, 1976, certain land improvements as provided for on page 2 of this lease will constitute the first years rent; thereafter on April 1, 1976, and April 1, 1977, annual rent of $5,000.00 will be due and payable by the Department of Transportation.

IT IS UNDERSTOOD AND AGREED, that State shall not sublet said premises, or any part thereof, or assign this lease without the written consent of Lessor.

IT IS AGREED AND UNDERSTOOD, that the said premises are leased and taken by State for the purposes of storing crushed rock, sand and gravel, and other road building materials and/or equipment and supplies, and it is further understood and agreed that State may also install or erect, operate and maintain on said premises such buildings, structures, machinery or equipment necessary in the use and employment of said premises by State in connection with highway construction and maintenance.

State agrees to require any and all contractors working on this 8.0 acres to furnish public liability and property damage insurance of or above $300,000.00 and $100,000.0 as a protection to cover any or all injury or damages.

IT IS AGREED THAT STATE will:

Cover with rock material the surface area of this 8.0 acre parcel. Surface area to be uniform and well graded both before and after crushed rock is laid down.

Comply with all zoning and government regulations relative to noise, dust, drainage;

Maintain drainage in a westerly and southwesterly direction.

Grade uniformly to the perimeters of the property.

Walk down all large boulders and chunks and not push to the fringes of the fill.

IT IS FURTHER UNDERSTOOD AND AGREED, that State may construct and maintain any roadway or roadways over and across the leased premises for the purpose of ingress and egress in connection with the uses and employment of said premises as heretofor stated.

State hereby agrees at the expiration of said term or upon a sooner termination of this lease, to quit and deliver up the above-described premises to the said Lessor or those having their estate therein, peaceably, quietly, and in a good order and condition. The land area will be cleaned of all debris, graded, and left in usable condition.

IT IS FURTHER AGREED AND UNDERSTOOD, that any building, structure, equipment or machinery placed upon said premises by State shall at all times remain the property of State, and may be removed at the option of State or its duly authorized representatives.

The making or execution of the within lease shall not be construed as a waiver or relinquishment of the power and right of State to acquire the property and all interest therein by the exercise of the power of eminent domain.

This lease and agreement shall bind Lessor, his heirs, executors, administrators, successors or assigns.

In construing this instrument, whenever the context so requires, the singular includes the plural.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

APPROVED AS TO FORM:

Counsel

STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division.

By J B Boyd
J. B. Boyd, Right of Way Engineer

STATE OF OREGON, County of Douglas

April 24, 1975. Personally appeared the above named Clifford M. and Shirley V. Bryden, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Albert H. Brown
Notary Public for Oregon

My Commission expires ______________

~~STATE OF OREGON, County of ______________~~

~~______________, 1975. Personally appeared the above named ______________, who acknowledged the foregoing instrument to be their voluntary act. Before me:~~

~~Notary Public for Oregon~~

~~My Commission expires ______________~~

STATE OF OREGON, County of Marion

[illegible] 7, 1975. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Engineer for the State of Oregon, Department of Transportation, Highway Division, and that this instrument was voluntarily signed by him on behalf of the State of Oregon by authority vested in him by the Oregon Transportation Commission.

Before me:

Adele L. Egan
Notary Public for Oregon

APPROVED AS TO FORM:

Counsel

STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division.

By J. B. Boyd

J. B. Boyd, Right of Way Engineer

STATE OF OREGON, County of Douglas

April 24, 1975. Personally appeared the above named Clifford M. and Shirley V. Bryden, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Albert H. Brown

Notary Public for Oregon

My Commission expires ______

~~STATE OF OREGON, County of ______~~

~~______, 1975. Personally appeared the above named ______ ______, who acknowledged the foregoing instrument to be their voluntary act. Before me:~~

~~Notary Public for Oregon~~

~~My Commission expires ______~~

STATE OF OREGON, County of Marion

June 2, 1975. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Engineer for the State of Oregon, Department of Transportation, Highway Division, and that this instrument was voluntarily signed by him on behalf of the State of Oregon by authority vested in him by the Oregon Transportation Commission.

Before me:

Adele L. Egan

Notary Public for Oregon

My Commission expires Oct. 30 1976

34-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 29, 1975

FILE:

FROM:
Adele L. Egan
R/W Office Manager

TO:
Alfred Shirley, Jr.
Region Engineer

SUBJECT:
Obligation Form
Region 3

Attached hereto is an 3300 form showing State obligations on an approved property acquisition reported by the Highway Division, May 23, 1975, on the Pacific Highway in Region 3.

State Obligations

48611

Copies of the above 3300 form listing the State's obligations are to be given to the Resident Engineer, to be signed or noted by him about the time the job is completed. Copy 5 should then be returned to the Right of Way Supervisor so that he may sign and forward it to this office.

ka
Enc. 1 3300 form

cc: Virgil Wilson

ROSEBURG REGION
RECEIVED
JUN - 6 1975

5/72

File No. 48611

Sta. ______ to Sta. ______

Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved May 23, 1975

Acquired as ______ Net area 8 acres

Former owner or grantor Clifford M. & Shirley V. Bryden

Mail address 1058 S.E. Kane, Roseburg, Oregon 97470

Location property Garden Valley Rd.-Fairgrounds Rd. Section of

Pacific Highway in Douglas County

Section 2 Twp. 28S Range 6W

Section ______ Twp. ______ Range ______

Street address of property ______

Date of proposed contract letting ______

State obligations:

Cover with rock material the surface area of this 8.0 acre parcel. Surface area to be uniform and well graded both before and after crushed rock is laid down.

Comply with all zoning and government regulations relative to noise, dust, drainage.

Grade uniformly to the perimeters of the property.

Walk down all large boulders and chunks and not push to the fringes of the fill.

Maintain drainage in a westerly and southwesterly direction.

OPTION EXPIRES Lease

ABOVE COMPLETED

Acquired by Brown

______ Right of Way Supervisor.

Date ______

2. APPROVED COPY FOR RESIDENT ENGINEER OR BRIDGE ENGINEER

~~Form~~ ~~21~~-~~31~~-1169, (Rev. 5-73)

1-P

FINANCE: HACEK
FINANCE: HICKAM
GENERAL FILES
MATERIALS: JENKINS
FHWA: G. L. GREEN

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Garden Valley Rd.-Fairgrounds Intr. — Date: 22 April, 1975
Highway: Pacific — Contract No. 8003
County: Douglas — Prefix: 610-1044
Contractor: S. D. Spencer and Son — F. A. Project No. I-5-3(95)124
Address: 4614 NE 72nd Ave. Vancouver, WA 98661 — Price Agreement No. 32

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Crush and stockpile material from Mt Nebo for future highway construction.
Price Agreement does not cover preparing the stockpile site for material.

Locations by station numbers:

Stockpile Location: Either on OSHD property east of MP 119.8, Pacific Highway, or on the Bryden property west of MP 21.3, Oakland-Shady Highway, as the Engineer directs.

Names of pay items, estimated quantities and agreed prices:

1"-0 Base Aggregate:	135,500 Ton	@ $2.56	=	$346.880.00
Aggregate for Class 'C' Asphalt Mix:	103,800 Ton	@ $2.93	=	$304,134.00
Aggregate for Class 'E' Asphalt Mix:	25,900 Ton	@ $3.48	=	$ 90,132.00
				$741,146.00

RECEIVE

Specifications, basis of measurement and other provisions:

Base Aggregate to meet Section 703.07, Oregon Standard Specifications, 1974
AC Aggregate to meet attached specifications
Stockpile according to Sections 350.31, 350.32, 350.33, Oregon Standard Specifications, 19
Payment by ton, according to Section 109.01, Oregon Standard Specifications, 1974

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$12 759 847.38
Present estimate of project cost, including $741,146.00 for work under this order	$13 880 615.00
Expected under-run over-run (amount)	$ 1 120 767.62
Expected under-run over-run (per cent)	8.8

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer — Signed: S. D. Spencer & Son, Contractor
Approval Recommended: Division Engineer — by Otis Jordan
Approval Recommended: Construction Engineer or Bridge Engineer — Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or ~~Office Engineer.~~

SP*79603-734

DC
5-28-75

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PMT
CON 5

Department of Geology and Mineral Ind.
P. O. Box 1028
Albany, OR 97321

April 18, 1975

Gentlemen:

Herewith a Grant of Total Exemption Application for the stockpiling of crushed materials for use on future highway projects. The material being crushed is coming from within the highway right of way on a current project in Roseburg. A Mr. Gray from your organization said that a total exemption would be appropriate in this case.

It is requested that you approve this application.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw
Encl.

cc C. T. Keasey
J. H. Versteeg
A. W. Bates

J ✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 10, 1975

FILE: CON 5

Alfred W. Bates

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003
Bryden Property Stockpile

Herewith please find an application for Grant of Total Exemption for the above mentioned site.

In telephone conversation with Mr. Gray of the Department of Geology and Mineral Industries on Wednesday, April 9, 1975, Mr. Gray said a Total Exemption would be appropriate as the material is coming from the Nebo cut.

Mr. Gray is anticipating receipt of this application so that we may progress with our stockpiling operation.

ROSEBURG REGION
RECEIVED
APR 10 1975

✓	RME	RCE	ROE	TE
RUE	RES	RSR	FILE	
RMV	RAE	RBI		

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

928-5386

Identification No. ____________

Received: ____________ By ______

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator:
Alfred Shirley, Jr.
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Operator's phone: 672-6541 EXT 241

Landowner (if other than Operator):

Name Clifford Bryden

Address 1058 S.E. Kane
Roseburg, OR 97470

Phone No. 672-1110

Identification of Site:

¼ Section	Section	Township	Range	County
SW	1	28S	6W	Douglas
Distance in miles		Direction from	Nearest community	
2¼		South	Roseburg	

Type of Site: ☐ 1. Pit ☒ 2. Stockpile ☐ 3. Plant ☐ 4. Quarry ☐ 5. Prospect ☐ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:

Type of overburden None
Approximate maximum depth of overburden None
Approximate maximum depth of mine N/A
Primary mineral to be removed N/A
Total quantity of overburden (yards) None
Total quantity of mineral (yards) N/A

Size:

Approximate acreage affected prior to 7-1-72 None
Approximate acreage affected 7-1-72 to date None
Total acreage affected to be affected 7 acres
Acreage affected and reclaimed prior to 7-1-72 None
Acreage affected and reclaimed 7-1-72 to date None
Acreage affected but not reclaimed prior to 7-1-72 None
Acreage affected but not reclaimed 7-1-72 to date None

Volume:

Total cubic yards excavated 7-1-72 to date None
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? None

Site Use (acres currently affected by:)

Excavations None
Processing plant and stockpiles None(to be 7 acres)
Surface mine refuse disposal None
Plant refuse disposal (tailings pond) None
Prospecting and exploration None
Total Will be 7 acres

Status:

Date mining began No

Date mining will begin N/A
Stockpiling -1975
Use of material - 1976 Or 1977

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption

☐ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)

☐ 1. The land was affected by surface mining before 7-1-72 (ORS 517.770 (1)).

☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71. Attach Copy

~~☐ 3. Valley dredging for metallic or industrial minerals (ORS 517.770(2)).~~

~~☐ 4. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)~~

~~☐ 5. Access road's borrow pit or quarry.~~

~~☐ 6. On-site construction.~~

~~☐ 7. The site is less than two acres.~~

~~☐ 8. A total of less than 10,000 cubic yards of mineral have been, or will be removed.~~

~~☐ 9. The site is inactive.~~

☐ 0. Other ____________

4-B. Total Exemption

☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)

☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).

☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)

☐ 3. Access road's borrow pit or quarry.

☐ 4. On-site construction.

☐ 5. The site is less than two acres.

☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.

☐ 7. The site is inactive.

☒ 0. Other Material to be purchased for Highway construction project, material came from Highway R/W

4-C. Voluntary Submission Optional

☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

I certify that the information contained in this report is true and correct to the best of my knowledge and belief.

Alfred Shirley Jr
(Signature of applicant)

Title Regional Engr Date 4/18/75

SMLR-1

(OVER)

SECTION 5. GENERAL INSTRUCTIONS FOR PREPARATION OF PROPOSED RECLAMATION PLANS*

A. Pursuant to ORS 517.790 (1), each separate surface mining operation must have a separate operating permit and reclamation plan.

B. A copy of the Reclamation Plan should be supplied as an attachment to this application. The Reclamation Plan must include proposed plans for reclamation of all lands mined after July 1, 1972.

C. The plan for visual screening pursuant to ORS 517.790 (1) (f) may be developed in conjunction with the Reclamation Plan or separately. If no plan for visual screening is submitted, the operator should show cause why screening is not economically practicable or needed.

D. The Reclamation Plan must contain the information required by the Rules and Regulations for the Mined Land Reclamation Act.

E. The Reclamation Plan is not complete until the county or municipality in which the operation is located has reviewed the Reclamation Plan and completed Section 6-B below.

F. Pursuant to ORS 517.820 (1), upon good cause shown, the Department may grant a reasonable extension of time for the completion and submission of a proposed Reclamation Plan.

G. If the Reclamation Plan covers more than ten (10) acres, a map must be included with details, pursuant to ORS 517.790 (1) (e).

For Department Use Only

1. Has Department approved county's zoning ordinance requiring reclamation of surface-mined lands? ____
2. Is Reclamation plan attached? ____
3. Are plans for visual screening provided? ____
4. If no visual screening plans have been submitted, has applicant shown why screening is not believed to be necessary? ____
5. Area covered by Reclamation Plan (acres) ____
6. Has applicant submitted an acceptable map? ____

SECTION 6. COUNTY OR MUNICIPALITY RECOMMENDATIONS FOR OPERATOR'S RECLAMATION PLAN*

6-A. TO BE COMPLETED BY APPLICANT (Please type or print)

Applicant Alfred Shirley, Jr.

Address P.O. Box 1128

Roseburg, OR ZIP 97470

Description of site:

¼Section	Section	Township	Range	County
SW	1	28S	6W	Douglas

Distance	Direction from	Nearest community
2¼	South	Roseburg

Proposed subsequent use of site upon completion of reclamation:

Alfred Shirley Jr

(Applicant's signature)

Title Regional Engineer Date 4/18/78

6-B. TO BE COMPLETED BY APPROPRIATE COUNTY OR MUNICIPALITY

Does the proposed operation conflict with local zoning laws or ordinances? ____

Is the Operator now operating under existing zoning laws or ordinances? ____

Is the proposed reclamation plan legal under current zoning laws or ordinances? ____

Does the Applicant have an appropriate permit to conduct surface mining, if required by local zoning laws? ____

Recommendations and comments:

____
(Signature of County Official)

Title ____________________ Date ____

*Sections 5 and 6 apply only to Operators applying for an Operating Permit.

SMLR-1A

GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

923-5386

Identification No. ____________

Rec'd ____________ By ________

APPLICATION FOR

☐ SURFACE MINING OPERATING PERMIT
☐ ~~GRANT OF LIMITED EXEMPTION~~ Surface Mining Permit with Limited Exemption
☒ GRANT OF TOTAL EXEMPTION

Instructions:
1. Applicant should sign only one of the three application forms printed below.
2. A fee of $150 must accompany an application for a Surface Mining Operating Permit or for a Grant of Limited Exemption.
3. This application form must also be accompanied by a completed Form SMLR-1.
4. A Surface Mining Operating Permit or a Grant of Exemption will be issued by the State Department of Geology and Mineral Industries within 25 days of receipt of the application together with all other materials required.

Applicant: Alfred Shirley, Jr.
P.O. Box 1128
Roseburg, OR 97470

Title: Regional Engineer

Business phone: 672-6541 EXT 241

Site location: ¼ Sec. SW Sec. 1 Twp. 28S Range 6 W County Douglas Site name, if any Lot 17 & 18 Boggs Orchard Tract

☐ 1. SURFACE MINING OPERATING PERMIT

I apply for a Surface Mining Operating Permit under ORS 517.800 as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

Signature of Applicant ____________

Title ____________ Date ________

☐ 2. ~~GRANT OF LIMITED EXEMPTION~~ Surface Mining Permit with Limited Exemption

I apply for a Grant of Limited Exemption from the requirement for a Reclamation Plan and a Bond, but not the fees, under ORS 517.770(1) and (3) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my limited exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for an Operating Permit.

Signature of Applicant ____________

Title ____________ Date ________

☒ 3. GRANT OF TOTAL EXEMPTION

A apply for a Grant of Total Exemption from the requirement of a Reclamation Plan, a Bond, and the fees under ORS 517.750(11) and 517.770(2) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my Total Exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for a Surface Mining Operating Permit.

Signature of Applicant ____________

Title Regional Engineer Date 4/15/76

SMLR-2

#831-3

1-5

Salem, Oregon
January 14, 1976

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Alfred Shirley
Region 3 Engineer

Fairgrounds Intchg.-Roberts Creek
Pacific Highway
Douglas County

We are preparing contract plans for an overlay and safety project on this four and one-half mile section. The project is scheduled for the June letting.

A material source for surfacing materials is needed. The location narrative listed four sources in the area; Oak Creek Quarry, Hanchett Bar, Stevenson Bar and Week Bar.

The surfacing aggregate requirements (net quantities) are as follows:

Aggregate Shoulder Material	41,000 cubic yards
Paving Aggregates	34,000 cubic yards
Total	75,000 cubic yards

If it is your intention that all four locations be offered as prospective sources, will you please furnish a development plan for them. If not, please recommend which is to be offered with the accompanying development plan.

FET:jh
cc: Fred Eriksen

____Versteeg____
____Olson____
____Terpin____
____Scott____
____Swenson____
____Anderson____
____Trout____

RECEIVED
JAN 14 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

8364 Drain-Rock Cr. Sec. of 1976
Umpqua Hwy. north of Drain
(Grade, pave, struc & sign) #2

8364 L

December 10, 1980

St. Paul Fire & Marine Insurance Company
500 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#8364

Gentlemen:

A post-final payment for $1,538.95 will be made to S. D. Spencer & Son on Contract No. 8364 for work on the Drain-Rock Creek Section of the Umpqua Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,059,305.76 including the post-final payment. Of the total, $72,699.08 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA

bc: C. T. Keasey
Walt Hart
Alfred Shirley

#1224

JNT 9-13

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

September 15, 1980

William C. Wooley
Route 1, Box 303
Drain, OR 97435

The problems which you have brought to my attention have obviously caused you much distress and I appreciate your concern. I have had my staff look into the problems which you described and their research indicates that both problems have resulted from judicial or court actions over which I have no control. The judicial system which made the decisions in both of these cases is completely separated from the Executive Branch, which I head. There is nothing, therefore, that I can do to assist you in this matter.

It is my assumption that the discrepancies you mentioned were brought to the attention of the appellate court. I sincerely wish I could be of personal assistance to you, and I can only hope you will understand why I cannot.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

9-19
cy Boyd

RECEIVED
STATE HWY ENGR
SEP 19 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DOT

RECEIVED
SEP 4 1980
Governor's Office

Aug. 31, 1980
R+1- Bx 303
Drain, Ore.
97435

9021

Please prepare a response
for the Governor's signature
by 9-16
you.

Victor Atiyeh, Governor
Salem, Oregon

Dear Sir;

In reference to case No. L79-0911 filed Feb. 5, 1980, in Circuit Court, Douglas County, I am most unhappy with what was put in the memorandum as facts which are not facts at all.

Judge Sanders came up with the idea that the petitioner had a bridge somewhat Northerly of the present existing bridge and that it was removed by the State Highway Department. The fact is that the petitioner at no time had a bridge, so therefore it would be impossible for it to be removed as Judge Sanders claimed. If the State had intended the petitioner to have a bridge they would have put it back where they tore the old bridge out.

I am enclosing a copy of a letter from Governor Straub and other documents for your review.

Would you please notice in Item 2, Governor Straub states that, "your log stringer bridge is located some 660 ft. from your house than the proposed structure at Station 140+00. Also, please note that Straub refers to your log stringer bridge in the second paragraph of his letter. I would like to draw attention to the fact that, Straub uses the word further from your house than the proposed structure at Station 140+00. The only way further 660 ft. from my house from Station 140*00 is North. If you will note in the Judges Memorandum he gave the bridge to the North of Station 140+00 to the Petitioner.

Judge Sanders seemed to build his case on the fact that the new bridge was 100 ft. closer to the petitioners property when in fact they moved it 660 ft. further away. The petitioner's husband has consistently purged himself in this trial.

Please note Item 7, in the viewer's report, he states there was a house on the property, which there was not. Also I personally think that Item 6 is in error. There are 8 private bridges plus 2 public bridges between Drain and Anlauf a distance of about 6 miles.

I would like to have this checked out by qualified persons against the other bridges that are in use.

RECEIVED
STATE HWY ENGR
SEP 8 '80
REFER TO
FOR
☐ Info
☐ Inves
✓ R/D
☐ D/R
☐ Sign
☐ Act

RECEIVED
DOT DIRECTOR
SEP 8 '80
REFER TO Bomlin
FOR
☐ Info
☐ Inves
☐ R/D
☐ D/R
☐ Sign
☐ Act

If petitioner would install his own bridge it is a matter of a very short distance to the State Highway with an access at Pass Creek Nursery, which is the old location of a road to that property.

Further proof that I owned the bridge to the North is that I acquired permit No 12947 of which I am sending you a copy. As you can see it was for a private road to ranch and residence. Would you please check that permit in Paragraph 8? This premit does not appear to be honored in any sense of the word.

Of further concern to me is that Judge Sanders gave Petitioner a 20 ft. right-of-way acrossmy property. They are fencing in more than 20 ft. as my property line runs to the center of the creek. They claim they are taking ½ acre when in fact they are fencing me away from the remaining property and creek.

I tried to get this into the Court of Appeals but it was thrown out.

I was promised fair dealings by Governor Straub thru your office. I ask, do you thinka case built on this foundation can be anything but unjust?

I am retired and this small farm is the only way I have to supplement my Social Security.

I have spent a considerable amount of money trying to protect what is rightfully mine, with the potential of it costing a lot more. If this matter is not taken care of in a fair manner -- not built on a foundation of untruths, I can only be hurt further.

Yours Truly,

William C Wooley

P.S. If this bridge had been placed at Station 127+00, that location agreed on when I settled with the State back in 1971 I wouldn't be having this problem now - I feel I should have title to a bridge that replaced my bridge that is on my property -

IN THE COURT OF APPEALS OF THE STATE OF OREGON

Case Name:

Wanda Bellows,

(Respondent)

v.

William C. Wooley and Nondys Wooley,
husband and wife,

(Appellants,)

17040 (CA No.)
L79-0911 (Circuit Court No.)
(District Court No.)

County Douglas Judge Don H. Sanders

(Agency No.) Judicial Review from

Date argued Aug. 13, 1980 Date submitted on briefs

Before Joseph, Presiding Judge, and Warden and Warren, Judges

Robert H. Anderson, Roseburg (Name) — Appellants (Attorney for)

Robert W. Nowack, Roseburg (Name) — Respondent (Attorney for)

Date affirmed from the bench and date filed

Date affirmed without opinion (ORS 19.180) and date filed August 18, 1980

VIEWERS REPORT
ON WAY OF NECESSITY
EAST OF DRAIN
(PETITIONER: WANDA BELLOWS)

We, the undersigned viewers, appointed by Order of the Board of Commissioners of Douglas County, Oregon on November 1, 1978, to view and assess damages to each parcel of land affected by the creation of a Way of Necessity, met at 8:00 a.m. on November 20, 1978, in Room 205 of the Justice Hall and having already received the Oregon Revised Statutes pertaining to Ways of Necessity, proceeded East of Drain on Highway 99 to the Bellows and Wooley properties and viewed the premises.

The following determination was made by the Board of Viewers:

ORS 376.105 qualifies the reason for a Way of Necessity in that a "farm or residence is not reached conveniently by any public road."

ORS 376.110(2) further qualifies the reason for a Way of Necessity in that "creation of such a Way does the least damage to the property over which the Way is established."

We find the following facts to be in evidence:

1. The Petitioner's property is in an area of controlled access.
2. There is an existing bridge approximately 1000 feet West of the most Westerly line of the Petitioner's property accessing two family dwellings.
3. There are remains of an old road from the bridge to the most Westerly line of the Petitioner's property.
4. The Respondents property is currently maintained as pasture.
5. The location of the old road conflicts with pasture utilization.
6. There appears to be no reasonable alternative bridge location.
7. There is not an existing residence on the Petitioner's property as stated in the Petition for Way of Necessity. Remnants of an old house are visible but not recognized as a dwelling by the Douglas County Assessor's Office.

We, the Viewers, hereby make the following recommendations:

1. That the Petitioner be granted a 20 foot wide exclusive easement for one single family dwelling along, adjacent to and Southerly of a fence erected for the owner's use by the State Highway Division from the bridge opposite Highway Engineer's centerline station 140 + 00 to the most Westerly line of the Petitioner's property.
2. The turning radius at bridge shall be adequate for reasonable ingress and egress.

3. Petitioner shall enclose said easement with a fence at least equal to the existing State erected fence.

4. Petitioner shall gate said easement near the bridge end and maintain all gates in a closed condition.

5. Petitioner shall be responsible for maintaining said fence and gate.

6. Petitioner shall construct and maintain culverts in drainage areas of the easement.

7. Petitioner shall compensate Respondent in the amount of $2450.00 for said easement and relocation of the existing shed.

8. Respondent shall move aforementioned shed out of the easement area within 30 days of receipt of the aforementioned compensation.

DATED this 21st Day of November, 1978.

Respectfully submitted,

Francis L. Ingram
Francis L. "Fritz" Ingram - Douglas County Surveyo

Bruce Winter, Viewer

Ron Northcraft, Viewer

12807
143

IN THE BOARD OF COUNTY COMMISSIONERS FOR DOUGLAS COUNTY, OREGON

In the Matter of a Way of Necessity)
For Wanda Bellows, East of Drain)
Douglas County, Oregon)

ORDER ACCEPTING VIEWERS REPORT

NOW, AT THIS TIME, before the Board of County Commissioners of Douglas County, Oregon, sitting for the transaction of county business, there comes the matter of the adoption of the Report of the Viewers comprised of Francis L. "Fritz" Ingram, Ron Northcraft, and Bruce Winter, all appointed by the Board on November 1, 1978 for the purpose of determining and assessing the damage occasioned to each tract or parcel of property by reason of the creation of a Way of Necessity as described in the Petition of Wanda Bellows and

IT APPEARING that the viewers did meet at the time and place set forth in the Order dated November 1, 1978 and did view the premises;

NOW, THEREFORE, IT IS HEREBY ORDERED that the Report of said Board of Viewers is hereby accepted and filed in the office of the County Clerk in the manner provided by law.

DATED this

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

Paul Makinson
Paul Makinson, Chairman

Bill Vian
Bill Vian, Commissioner

John T. Truett, Commissioner

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

September 21, 1976

Mr. William C. Wooley
Route 1 Box 303
Drain, Oregon 97435

Dear Mr. Wooley:

I am happy to tell you that as a result of a recent meeting between our construction engineers, the Fish and Wildlife Commission, designers and environmmentalists, rip-rap will be placed on both sides of all channel changes on the Drain-Rock Creek Section. After the channel excavations were made and the people involved were able to assess the material in the cut slopes, it was determined that the additional treatment was necessary.

With respect to the bridge proposed to replace your log-stringer bridge, I have been given the following information:

1. The new bridge is to be reinforced concrete supported by steel piling. The cost of this replacement structure is approximatly $41,000, not including earthwork.
2. Your log-stringer bridge is located some 660 feet further from your house than the proposed structure at Station 140+00.
3. It was determined that the structure at Station 127+00 would be an unsafe connection with the relocated Umpqua Highway as well as requiring more disruption of the surrounding terrain. Also, our hydraulic engineers felt a structure at this location causes some restriction to high water flow and contribute to potential flooding.
4. Finally, since negotiations with you were unfruitful, the change in bridge location from Station 127+00 to 140+00 has required condemnation proceedings which will result in the court determining any damages that might be reimbursable to you. I am confident there will be an equitable settlement.

I hope you will feel the state has acted and will continue to act in a fair and reasonble manner in response to your concerns.

Sincerely,

Bob Straub

Governor

RWS:ks

April 24, 1979

St. Paul Fire and Marine Ins. Co.
500 N. E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

A post-final payment for $1,900 will be made to S. D. Spencer & Son on Contract No. 8364 for work on the Drain-Rock Creek Section of the Umpqua Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,057,766.81 including the post-final payment. Of the total $72,699.08 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, Washington 98661

C. T. Keasey
Walt Hart
Alfred Shirley

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

March 14, 1979

RECEIVED
STATE HWY ENGR
MAR 16 '79
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

orig to

Mr. H. S. Coulter
Highway Engineer
O.S.H.D.
130 Transportation Building
Salem, Oregon 97310

Re: Time Extension Request
Drain-Rock Creek Section
Douglas County
Contract No. 8364

Dear Mr. Coulter:

This is to acknowledge and thank you for yours of March 6, 1979.

We are sorry but we do not concur with your opinion and respectfully request a hearing on the matter.

Our reasons for nonconcurrence follow:

Section 108.09 of the Standard Specifications for Highway Construction, 1974 does not state "that a request for time submitted after all contract work is completed is beyond the allowable time for adjustment of contract time."

Section 108.09 states:

> "Adjustment of Contract Time - Any contract time originally given in the proposal or contract will be subject to adjustment during the progress

of the work at the written request of the contract, either by increase or decrease, for those bona fide causes beyond the control of the contractor and which the engineer determines as actually affecting the time necessary for completion of work under the contract. The contractor's request for adjustment of contract time shall be in writing upon a form provided by the Division with the consent of the surety endorsed thereon.

"Any adjustment of contract time shall be that which the engineer determines to be justified and his decision in the matter shall be final subject to approval by the Transportation Commission. The contractor will be advised of the engineer's decisions and of any adjusted contract time resulting therefrom.

"In considering adjustment of contract time, the engineer will rule out shortage or inadequacy of labor and equipment, negligence or fault of the contractor, and other deficiencies or lacks which are within the province of the contractor's control or responsibility. Causes which will be given consideration by the engineer as to their effect on the time actually necessary for completion of the work and, therefore, in justifying adjustment of contract time include, but are not limited to the following:

"(a) Errors or changes or omissions in the plans or quantities, or errors or changes in the specifications of the contract.

"(b) Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties.

"(c) Failure of the State to submit the

> contract and bond to the contractor for execution within the time stated in subsection 103.02.
>
> "(d) Performance of 'Extra work' under subsection 104.04.
>
> "The contractor's plea that insufficient time was specified in the proposal and contract is not a valid reason for adjustment of contract time. Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time.
>
> "It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay."

Is it not a fact that there are times when the EWO billings are not in when the contract work is completed?

Is it not a fact that the OSHD has given time extensions to ourselves and other contractors even though the request for time extension was submitted after all contract work was completed?

If a request for time extension submitted after all contract work is completed is beyond the allowable time for adjustment, why were we requested to submit same by Mr. Gix and Mr. Shull (see Exhibit No. 4, Mr. Shull's letter of January 12, 1979)?

If a request for time extension submitted after all contract work is completed is beyond the allowable time for adjustment, why was the request being processed (see Exhibit No. 6)?

But, most important, we felt a negotiated settlement to a claim had been reached at the time of final inspection about July 1, 1978.

A brief history follows for your perusal:

September 24, 1976 - A claim was submitted for rip rap and filter material due to changes in the channel change. This change was brought about by the Fish and Wildlife Commission (see Exhibit No. 1).

December 1976 - A charge was made for engineering and interest (see Exhibit No. 2).

On or about the 1st of July 1978, final inspection was made. At the final inspection, Mr. Gix asked me if there were any claims pending. My reply was that there was a claim on the rip rap and filter material due to change in the channel change brought about by the action of the Fish and Wildlife Commission. However, I stated that we would not pursue the claim if: (1) we were not charged liquidated damages, and (2) we were refunded the engineering and inspection fees charged by the OSHD.

At that time, Mr. Gix stated that liquidated damages could be eliminated by reason of all the extra work we did and that if the rock were used on state projects, the engineering costs could be deducted. Mr. Gix requested that I write Mr. Shull showing the projects on which the rock had been used. We sent this information July 10, 1978 (Exhibit No. 2). There would have been no problem in us sending an extension of time at that time but we felt that a negotiated settlement had been arrived at. After receiving our letter of July 10, 1978, why did not someone (Mr. Shull) request our "Request for Time Extension" (see Exhibit No. 4). In fact, no word was received from the OSHD until we received the final estimate. At this time, I called Mr. Gix and asked what was going on. Mr. Gix apologized for the length of time in answering.

January 11, 1979 - Spencer writes to Shull requesting information of settlement of claim (see Exhibit No. 3).

January 12, 1979 - Shull writes Spencer in reply to January 11, 1979 letter (see Exhibit No. 4).

January 29, 1979 - Spencer write Shull in reply to his of January 12 (see Exhibit No. 5).

February 8, 1979 - Shull replies to Spencer's letter of January 29 (see Exhibit No. 6).

If you have any questions on this matter, please write or call.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
Enclosures

6-8 [illegible]

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 8, 1979

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Subject: Request for Time Extension
Drain-Rock Creek Section
Umpqua Highway
Douglas County
Contract No. 8364

Gentlemen:

Reference Otis Jordan's letter of January 29, 1979.

The Time Extension Request has been researched and analyzed by myself and forwarded to Region who will in turn forward to Construction. I am unable to forecast the time involved until final consideration and action is completed.

Paragraph 2: You are correct that Mr. Spencer and myself did agree on suspension of work. I did suspend time charges from November 29, 1977, until April 3, 1978. Also I suspended time charges from April 5, 1978, to May 23, 1978. Letters were written regarding these "Stop Work" Orders and should be in your files.

Paragraph 4 Sentence No. 1: Mr. Gix is researching the dispostion of the crushed rock and also any payment that may be due you. Any payment would not affect this contract, but would come from the contract the rock was used on.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley, Jr.
Otis Jordan
file

Form 81-734-3122

[illegible] [illegible]

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

January 29, 1979

Mr. Vernon Shull
Resident Engineer
P. O. Box 1128
Roseburg, Oregon 97470

RE: Contract #8364

Dear Mr. Shull:

Enclosed please find request for extension of time on the above project.

While it is true that no written protest of time was received Mr. George Spencer did feel that he had an understanding with you when the weather turned bad at the end of 1977 and he suspended work that you would suspend time charges.

However pursuant to 108.09 of the 1974 Standard Specifications for Highway Construction adjustments in contract time can be granted for performance of Extra Work. This is the basis for which we request the additional time.

To be consistent in our proposal of settlement on the above project if inspection costs of $3,438.95, interest costs of $1,912.64 and liquidated damages of $11,200.00 are paid to us we shall file no claims on this project. For your information (Mr. Gix asked) the claim of mine is dated September 24, 1976 Serial Letter #22. If we were to bill this claim as force account rather than by unit price. The increased amount of force account over unit price would far exceed what we agreed to as a fair and equitable settlement.

Sincerely,
S. D. Spencer & Son

By Otis Jordan

cc: Roseburg ✓
Vancouver
Mr. Keasey
Mr. Shirley

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

....
Regional Engineer

....
Construction Engineer or
Bridge Engineer

....
State Highway Engineer

Contract No. ....
Project designation ....
State-Federal
Date awarded ....
Work started ....
Per cent completed ....
Date
No. of Workdays Allowed ....
No. of Workdays Used ....
No. of Added Workdays Requested ....

SP*67865-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 29, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 375 days to 431 days, within which to complete our Contract No. 8364, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Enclosed

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By

CONSENT OF SURETY

Date ...., 19......

We, St. Paul Fire and Marine Insurance Company
............................, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert W. Lagler
Attorney-in-fact Robert W. Lagler

(SEAL)

K L & K ASSOCIATES INC.
Resident Agent

Additional work days are requested as a result of "Extra Work Performed." According to our records delays and actual days of performance to accomplish the Extra Work Performed as a part of the contract is as follows:

Extra Work Items	Actual No. of days to perform work	No. of days that work was delayed due to changes
Temporary Stripping	5	0
Adjust Water Lines	9	0
Slide Correction	11	2
Fencing	27	2
Pump and Backfill Septic Tanks	2	0
Filter Blanket & Rip Rap	11	2
Straw Mulch	3	0
Patch Temporary Connection	5	0
Mail Box Post, Cross Arms & Hardware	0	0
Remove Overwidth Stage II	5	0
	78	6

Performance of Extra Work: 78 days were actually required to do the work 6 days of delay were experienced while waiting for the EWO to be performed before going on to bid item work. 84 days of work transposed to calendar days. Allowance for Saturdays and Sunday would be an additional 32 days or 116 days were taken to perform the Extra Work.

6-8

[illegible]

[illegible]

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg Oregon

Jan. 12, 1979

Drain-Rock Creek Section
Umpqua Highway
Douglas County
Contract No. 8364

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Reference Otis Jordans letter of Jan. 11, 1979.

At the time of the Final Inspection I asked if there would be any claims. Mr. Jordan replied and I made note of his reply. I also forwarded the information with my final records.

I did not agree or disagree that Mr. Jordans statements constituted a fair settlement.

1. Mr. Jordan has been informed several times, in my presence, that for relief of liquidated damages, Sub-Section 108.09 of the Standard Specifications must be complied with. To date I have received no written request for time extension on the approved form. The "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" is the only form acceptable.

At no time, during the time of this Contract, did I receive any written protest of the time being charged as provided for in the Standard Specifications Sub-Section 108.08(c).

2. As to the aggregate produced and tested for this Contract, my only direct knowledge is that it was not used on this Project.

Sincerely Yours
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: C. T. Keasey
Alfred Shirley Jr.
Otis Jordan

[illegible]

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

January 11, 1979

Mr. Vernon Shull
Resident Engineer
U.S.H.D.
1243 S. E. Stephens St.
Roseburg, Oregon 97470

Re: Contract No. 8364
Drain-Rock Creek

Dear Mr. Shull:

As of this date, we have reviewed the final estimate on the Drain-Rock Creek Project. When you, Mr. Gix and I gave the project its final inspection, Mr. Gix asked me if there were any claims. We discussed the claims I had given notice of in my correspondence; but we agreed that final settlement could and would be resolved when engineering and interest charge backs (on asphalt aggregate) were credited to us and time penalty charges were credited to us.

Mr. Gix and you felt this was a fair settlement because:

1. There was extra time due because of the extra work ordered and done (particularly the riprap and filter blanket).

2. I could demonstrate that the aggregate was used on State projects (see mine of July 10, 1978).

As of estimate #22F neither of these items have been done and, in fact, I have never received any communication either verbal or in writing concerning this agreed-to settlement.

To protect our interest, we hereby give notice that if the agreed-to settlement is not forthcoming, we have no alternative except to file suit.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. A. Shirley
Mr. C. T. Keasey
Mr. D. Seifer
Roseburg

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

Roseburg

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

July 10, 1978

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: OSHD #8364

Dear Mr. Shull:

On the above-referenced project, you paid us for 17,200 tons of Class C asphaltic concrete aggregate for materials on hand (Estimate #1, July 1976). In November 1976, we placed 4,370 tons of Class C asphaltic concrete and you deleted the materials on hand (Estimate #5, November 1976). In December 1976, you charged us inspection fees of $3,438.95 and interest fees of $1,912.64 after I told you we would not be using the materials on hand for your project.

While I agree that your project should have been credited with the above deductions, I do not agree that Spencer should be charged for the same because the material produced was used for state projects. No materials on hand were paid and no engineering or inspection fees were expended by the state for other projects other than Drain-Rock Creek.

On Garden Valley Interchange to Fairgrounds Interchange, 12,808 tons of Class C was used between November 1976 and September 1977.

After November 1976, 3,253.39 tons of 1/2" to 1/4" was used to supplement state-furnished aggregate on the Fairgrounds to Roberts Creek project.

On the Dillard to Round Prairie project, 25,200 tons of Class C were used and approximately 60% of 1/4"-0 of this material was used or 15,120 tons.

Therefore, the material produced and stockpiled for your project far exceeded your materials on hand payment and while not used on your project was used for other state projects.

We respectfully request full credit for the inspection and interest charges made since you had full use of 35,551 tons of material on which no materials on hand were paid and no inspection fees were incurred.

RECAP:

17,200 tons	Class C mix aggregate originally paid as materials on hand (Project #8364, November 1976)

C aggregate used on state projects from above stockpile:

4,370 tons		8364	November 1976
12,808 tons		8003	November 1976-September 1977
3,253 tons	(1/2-1/4)	8363	After November 1976
14,120 tons	(1/4"-0)	8428	After November 1976
35,551 tons			

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver

File

EQUAL OPPORTUNITY EMPLOYER

AREA CODES - VANCOUVER 206, PORTLAND 503

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 24, 1976

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Drain-Rock Creek
Contract No. 8364-22

Dear Mr. Shull:

Enclosed please find unexecuted price agreement No. 4, deletion of Filter Blanket.

It was my proposal that the additional rip rap constitutes a changed condition and that all Filter Blanket material and all 100 lb. rip rap for channel changes be deleted and that all Filter Blanket material and 100 lb. rip rap be constructed on a force account basis.

Rip rapping of the far side of the channel should be accomplished first: i.e. access is more difficult; temporary crossings must be reinstalled to do the work. The pace of the work is set by you (no overtime, etc.); therefore, the near side or highway side that is to be rip rapped is delayed and may have to be placed in an emergency manner (long hours, excess equipment, etc.) if high water should occur. Because of the loss of control of the work, the liability of the work and the control and pace of the work being in your hands (i.e., we were not even requested to attend the meeting of the wildlife people and yourself), the work and resulting liability thereof should be in your hands and this is our notice that it is the only basis we shall accept final payment.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. A. Shirley
Mr. C. Keasey
Mr. Scott Coulter

Form 81-734-1160 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Drain - Rock Creek

Date September 15, 1976

Highway Umpqua

Contract No. 8364

County Douglas

Prefix 10-0502

Contractor S.D. Spencer & Son

F. A. Project No. -----

Address 4614 N.E. 72nd Ave., Vancouver, Washington 98661

Price Agreement No. 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Delete use of Filter Blanket under Rip Rap at those locations as directed by Engineer.

Locations by station numbers:

124 - 129+75±
143+35 - 149+75±
161+00 - 163+50±

Names of pay items, estimated quantities and agreed prices:

Original:	Bid Item # 55, Filter Blanket, 1890 cy @ 9.38/cy	=	$ 17,728.20
Corrected:	Bid Item # 55, Filter Blanket, 1120 cy @ 9.38/cy	=	10,505.60
	Savings to State		$ 7,222.60

Specifications, basis of measurement and other provisions:

Payment to be by Bid Item. All other specifications, basis of measurement and other provisions to remain the same.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $2,065,414.93

Present estimate of project cost, including $- 7,222.60 for work under this order $2,065,414.93

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Vernon E. Shull
Resident Engineer

Signed ....
Contractor

Approval Recommended: ....
Division Engineer

Approval Recommended: ....
Construction Engineer or Bridge Engineer

Approved: ....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*79603-734

8364

March 6, 1979

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Time Extension Request
Drain-Rock Creek Section
Douglas County
Contract No. 8364

Gentlemen:

We regret to inform you we will not be able to consider your request for time extension on the above project. A review of our records shows that the request was submitted after all contract work was completed, which is beyond the allowable time for adjustment of contract time per Section 108.09 of our Standard Specifications.

Had the request been submitted timely, some time could have been granted for extra work.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr HSC:cm

bc: C. T. Keasey
Alfred Shirley, Jr.
Vernon Shull

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8364

Salem, Oregon

March 2, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Drain-Rock Creek Section
Douglas County
Contract No. 8364

S. D. Spencer and Son, contractor on the above State bond project, submitted a request for an extension of time of 56 calendar workdays. We will not be able to consider this request, as it was submitted after the allowable time for adjustment of contract time. The 3rd notification was dated December 6, 1978 and the project was accepted on December 8, 1978. The contractor's request was dated January 29, 1979.

Had this request been submitted timely, some time would have been granted due to extra work performed.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Alfred Shirley
Vernon Shull

RECEIVED
STATE HWY ENGR
MAR - 5 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E-326 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 29, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 375 days to 431 days, within which to complete our Contract No. 8364, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Enclosed

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By

CONSENT OF SURETY

Date ...., 19....

We, St. Paul Fire and Marine Insurance Company ...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert W. Lagler
Attorney-in-fact Robert W. Lagler

(SEAL)

K L & K ASSOCIATES INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8364 Contractor S.D. Spencer & Son

Highway Umpqua

Section Drain-Rock Creek

Kind of Work Grade, Pave, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Request was submitted after all contract work was completed which is beyond the allowable time for adjustment of contract time.

Recommended for Approval:

Regional Engineer

C. B. Jackson
For
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8364
Project designation State-Federal	State
Date awarded	June 4, 1976
Work started	June 28, 1976
Per cent completed Date	100%, June 14, 1978
No. of Workdays Allowed	375
No. of Workdays Used	431
No. of Added Workdays Requested	56

SP*97866-734

December 14, 1978

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8364 awarded to S. D. Spencer & Son for work on the Drain-Rock Creek Section of the Umpqua Highway in Douglas County was completed on June 14, 1978, and accepted by the State Highway Engineer on December 11, 1978.

Final payment in the amount of $12,703.63 will be released to the contractor after December 19, 1978. The total contract amount is $2,055,866.81 including $72,699.08 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8314

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Drain-Rock Creek

WEEK ENDING: July 1, 1978

SECTION PREFIX: 10-0502

HIGHWAY: Umpqua

COUNTY: Douglas

NAME OF JOB: Drain-Rock Creek

KIND OF WORK: Grading, Paving, Structure & Signing

CONTRACTOR: S. D. Spencer & Son

CONTRACT NUMBER: 8364

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 22, 1976

DATE WORK STARTED: June 20, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: workdays

SPECIFIED CALENDAR DAYS: A 150

SPECIFIED COMPLETION DATE: B 375

WORK DAYS USED: workdays

CALENDAR DAYS USED: 431

PERCENT OF TIME ELAPSED: A 99.3 B 114.9

PROJECT AUTHORIZATION: $ 2,211,386.13

EXCLUSIVE OF ENGINEERING: $ 2,029,386.13

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,087,511.33

ESTIMATED PERCENT OVERRUN UNDERRUN: 2.8%

ENGINEERING AUTHORIZATION: $ 182,000.00

ENGINEERING COST TO DATE: $ 197,200.00

This Week 480.00

PERCENT OF AUTHORIZATION: 108.3 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 14, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	G. Rail	Signing
100%	100%	100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.75	2.06			2.06
MILES PARTIALLY COMPLETED	2.75	2.06			2.06
MILES COMPLETED	2.75	2.05			2.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	213,650	35,000			17,200
TOTAL QUANTITIES CORRECTED TO DATE	231,725	38,138			29,650
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	231,725	38,138			29,650
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	196A	444B	9706	R.C.B.C.				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 3 1978
CONSTRUCTION BRANCH

Keasey K
Jackmond g
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final data was delivered to the Region Office Thursday

This is the final report

SIGNED V. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8364

All Clear
4-26-78
dKT

ENVIRONMENTAL REVIEW

Section Drain-Rock Creek
Highway Umpqua Highway
County Douglas
Type of Work G. P & Structure
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A Bond Project

NEGATIVE DECLARATION: —

FISH COMMISSION: Thru DSL

WILDLIFE COMMISSION: Thru DSL

DIVISION OF STATE LANDS: Yes, many stream conflicts, problems have been resolved - Special Conditions of the permit are acceptable

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes - prospective source on Wolley property - property owner must get the permit.

OTHER: CORPS OF ENGINEERS PERMIT: Not if work is all done prior to July 1, 1977 - See Don Keyes attached letter of April 22, 1976.

8364 .

9

January 12, 1978

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, WA 98661

Subject: Contract 8364
Drain-Rock Creek Section
Umpqua Highway
Douglas County

Gentlemen:

In response to your recent request for a retainage reduction on Contract 8364, we are processing a reduction on the current estimate to $90,000.00 Lump Sum, which is approximately 200% of the value of the work remaining to complete.

The estimate shows the following work to complete:

Bid Item	Quan. & Unit
3	2 %
9	101 Hrs.
14	600 C.Y.
19	50 C.Y.
20	5 %
21	26 M-Gal.
22	19 Ton
23	6 Ton
27	1,178 Ton
28	114 Ton
29	3 Ton
42	5 C.Y.
43	25 Lin.Ft.
44	100 Lin.Ft.
45	10 Lin.Ft.
50	32 Only
53	135 C.Y.
68	100 %
81	10 Lin.Ft.
93	10 %
P.A.7	543 Ton
P.A.8	395 Ton

If you have any further questions, please contact the Resident Engineer for the project, and in the future, please address requests for retainage reductions to the respective Resident Engineers instead of the Salem Office.

Very truly yours,

R. D. Church
Contract Payments Supervisor

RDC:psp

cc: John Bond
Alfred Shirley, Jr.
V. E. Shull

DRAIN CHAMBER OF COMMERCE

GATEWAY TO THE COAST IN THE HEART OF THE TIMBER AREA

DRAIN, OREGON 97435

RECEIVED
STATE HWY ENGR
JAN 16'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

January 12, 1978

Department of Transportation
Highway Division
Region 3
P.O. Box 1128
Roseburg, OR 97470

Mr. Shirley, thank you for your reply concerning Cold Springs Store. We appreciate the Highway Divisions response to their problem even though we don't appreciate the manner in which it was handled.

You imply the repairs were not a proper use of tax payers money - your concern is commendable considering the waste of tax dollars at all levels of government. Mr. Matthews paid the state for a new access and it hardly seems out of line for the state to provide that access free of hazards. Good access is essential for this small business to become a productive, tax paying part of our society. In view of the questionable practice of spending tax dollars to encourage tourism and other business in this state it hardly seems out of place to spend a small amount to help a small business stay in business.

Unfortunately, small business in our society has very little influence with big government. Most of the clout rests with big government, big business and consumer groups. Let me pose this question to you: If a similar request had been made by a large chain store or other large business would the Highway Division's response have been the same? Would as much time and effort have been expended to solve the problem?

Again, we appreciate the Highway Divisions action but we are disappointed at the time involved and in the tax dollars expended just to reach a decision.

Ray Heaton

Ray Heaton
President

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

MAI 12

Ray Heaton, President
Drain Chamber of Commerce
Drain OR 97435

December 13, 1977

Dear Mr. Heaton:

I have delayed answering your letter concerning the Cold Springs Store because the matter was under consideration by H. S. Coulter, State Highway Engineer, and Mr. Coulter has advised me of his decision.

The decision is that the state will connect the two culverts in the road approaches to the store, backfill the culverts and remove the berm. If the Davidsons wish to use the highway right of way, then it is our belief that this should be legalized through the use of a Land Use Agreement process.

To clarify this matter, I think you should be aware of some background.

When the right of way was acquired for the improvement of this section of Highway 38, access control was also acquired. When the right of way was acquired where the store was located, the store would have been put out of business as a result of that acquisition. The owner was paid $10,000 as a part of the right of way settlement for putting him out of business.

The store building was later sold and moved to its present location. When Mr. Aaron Matthews acquired the proporty upon which the store was located, he requested an additional access. Because access to a highway does have monetary value, Mr. Matthews paid the state $1,000 for that additional access.

Although the state is going in to do the things that the Davidsons feel we should, I think you should be aware that additional taxpayer dollars are being spent to help a business that at one time was paid taxpayer dollars because it was going out of business.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

cc H. S. Coulter
Aaron Matthews
Mr. and Mrs. Skip Davidson

RECEIVED
STATE HWY ENGR
DEC 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

#8364 2

December 7, 1977

Mr. and Mrs. Skip Davidson
Route 1, Box 298
Drain, Oregon 97435

Dear Mr. and Mrs. Davidson:

Cold Springs Store north of Drain

Following your visit and the discussions in my office, I personally inspected conditions in front of your store and reviewed our files.

Our Region office has been asked to connect the culverts between the two approaches and remove the berm. I am also asking that you be contacted regarding the possibility of a land use agreement to legalize your use of part of the highway right-of-way.

If there are any problems, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Gladys McCoy
Representative Bill Markham

bc F. B. Klaboe
J. B. Boyd
Jack McCormick
Vern Shull
Alfred Shirley, Jr. - Per our discussion, if any land use agreement is appropriate, any needed protection for the well should be considered and the Davidsons should pay cost of any surfacing. HSC

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 23, 1977

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: H. S. Coulter
State Highway Engineer

Attached hereto is a sketch showing the Umpqua Highway in the vicinity of the Davidson's "Cold Springs Store". It is recommended that we advise the Davidsons that if they will install the 42' of 18" culvert connecting to the culverts under their approaches, the state would install a guardrail adjacent to the culvert connections and the state would also remove the berm. Then we would enter into a land use agreement to legalize the Davidsons using the highway right of way to conduct their business.

Just for your information, I have attached a chronological history of the right of way negotiations on this particular piece of property.

If you concur, please advise and we will meet with the Davidsons to see if they are also agreeable.

as/cw
Attach.

cc Vern Shull
Jack McCormick

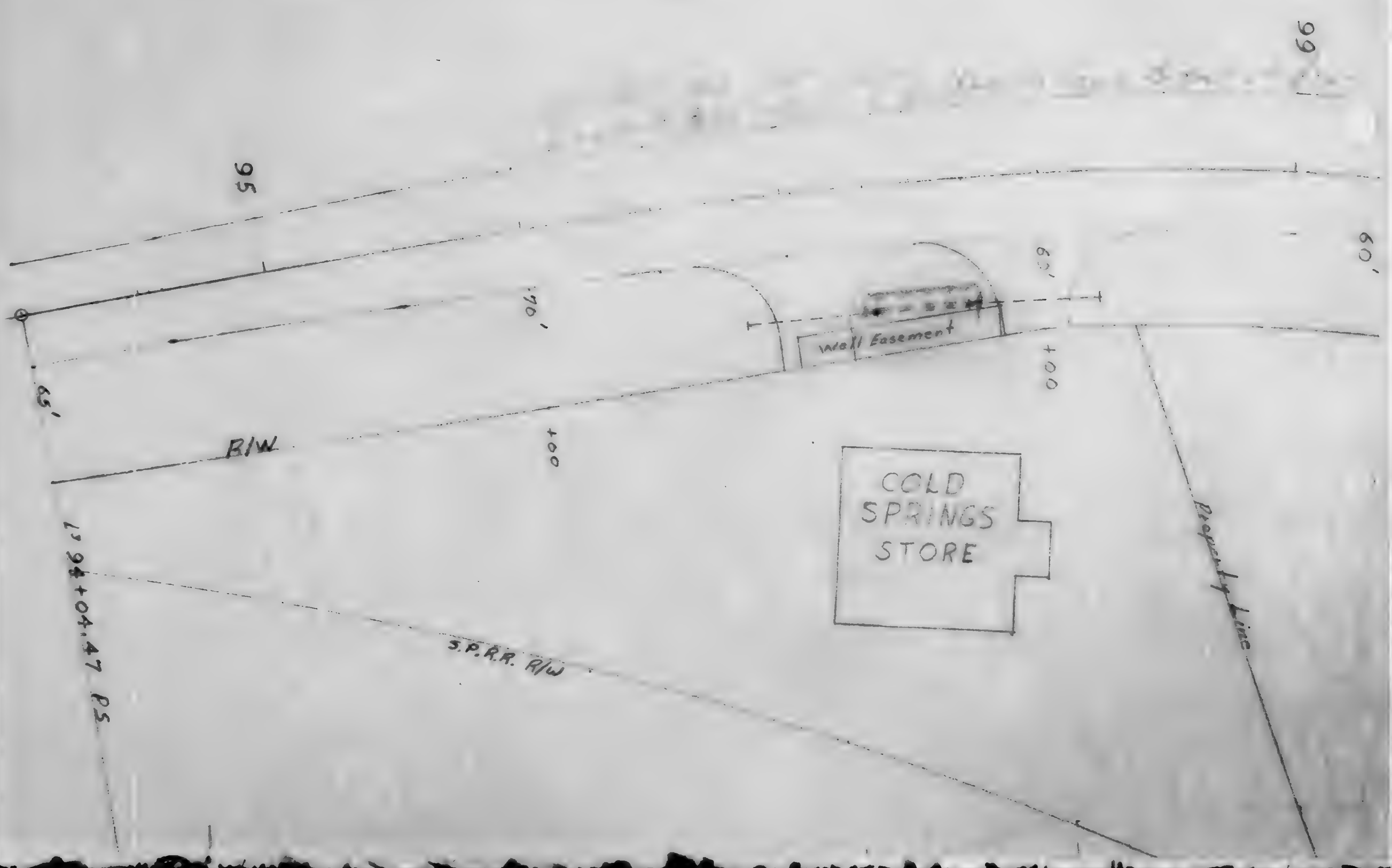
RECEIVED
STATE HWY ENGR
NOV 25 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COLD SPRINGS STORE
DRAIN - ROCK CR. SECTION
UMPQUA HWY. DOUGLAS CO.
V. E Shull Res Engr Nov. 1977

1" = 50'



Form 81-734-3049

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Drain - Rock Cr Section
Umpqua Hwy Douglas County
Prefix 10-0502 Contr #8364

Estimate of Cost - Culvert & Backfill - Cold Springs Store

					Contr Allowance	✓
Davidson to do	42'x18"	culvert @	3.40 =	142.80	.15	164.22
	2 each	18" Bands @	5.25 =	10.50	.15	12.08
	2 Hrs	Backhoe @	10.90 =	21.8	.15	25.07
	2 Hrs	Operator @	16.50 =	33.00	.20	39.60
	4 Hrs	Labor @	14.26 =	57.04	.20	68.45
	1 Hr	10 yd Dump Trk @	15.35	15.35	.15	17.65
					$	327.07
	60 Tons	Shldr Agg @	5.42 =	325.20	$	325.20
					$	652.27
State to do	37.5 lin ft.	Metal Guard Rail @	6.50		$	250.00
		(Salvage Mat'ls)				
	Remove	earth berm			$	150.00
						400.00

RECEIVED
STATE HWY ENGR
NOV 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11/14/77

Alfred Shirley
Region Engineer
Oregon State Hwy. Division
P.O. Box 1128
Roseburg, OR 97470

Mr. Shirley, we are writing in regard to Cold Springs Store, one of our local merchants. We believe that you are aware of the problem but if not the enclosed pictures will illustrate it for you. Cold Springs Store is located approximately 2 miles north of Drain on Hwy. 99 and it has been an important part of our business community for many years.

The open ditch and dirt pile in front of the store has been left from a recent widening of Hwy. 38. As you can see the ditch is a hazard and it interferes with parking and merchandise delivery to the store. Because of its locationthis business is almost totally dependent upon drive in customers. Thus, this obstacle will have an adverse effect on their business, as well as being a hazard.

The owners of the business have apparently been advised that the State and the general contractor have completed their work and that they do not plan to close this ditch. They have also been advised that they can build a catch basin etc., and close it themselves at considerable expense. They cannot operate effeciently or safely with the ditch open and it doesn't seem fair that they should have to pay for closing it. It appears that private property owners along the new highway have been restored to their original position with driveways, bridges, fences and drainage. If this was done as part of the project then this business should receive equal treatment.

The owners of Cold Springs Store are entitled to a courteous, prompt and just handling of this situation because it directly interferes with their business.

We anticipate your prompt response and will appreciate your reply to our letter.

Ray Heaton

Ray Heaton, President
Drain Chamber of Commerce

cc Aaron E. Matthews and
Mr. and Mrs. Skip Davidson
Rt. 1 Box 298
Drain, OR 97435

H. S. Coulter
Oregon State Hwy. Division
Salem, Oregon

STATE OF OREGON
1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
NOV 9 77
REFER TO

November 3, 1977

Mr. Skip Davidson
Cold Springs Store
Route 1
Drain, Oregon 97435

Dear Mr. Davidson:

I have again reviewed your problem with the Highway Division concerning the operation of the Cold Springs store.

It is my understanding that Mr. H.S. Coulter, State Highway Engineer, will be personally talking to you in the immediate future. I believe that he will be able to satisfactorily solve your problem and alleviate the situation.

Sincerely,

Governor

RWS:cb

bcc: Dept. of Transportation

COPY

Please prepare draft reply
for Governor's signature
by 11-7
Thank you.
Governor's Office

PLEASE RETURN
ORIGINAL LETTER

10-19-77

Mr. Bob [illegible]

I received your letter today, and I was completely amazed at your reply.

You didnt seem to grasp the main issue of the letter at all.

We have no complaints as far as the access is concerned, that is in the past, — our present problem is that the State owns a pile of dirt approximately 30 feet long, and 5 feet high, which is sitting out in front of our parking area between the two accesses. They have ran a ditch in front of it and apparently everyone who hasnt seen it, says its needed for drainage — If so fine. — But why does it have to be an open ditch with a pile of dirt in front of it. I can't understand who could stand behind a job done as poorly as this, also why not cover the ditch and get rid of the dirt which is making a great inconvience for our customers.

I'm sure with all the 'bright' minds in the State dept, someone can find a way to run a colvert underground and a drainage opening that could solve both our problems. This is all I'm asking.

I am sorry to hear that your office will

not help us out on this
matter. We do not have
an attorney representing
us at this time, we
had one write a letter
to the State for us
but he was working
as a friend not professionally
I assume this is who you
refered to in your letter.

I am very dissapointed
in you personally, and all
the state highway officials
I have dealt with on
this matter. The only
way I can see solving
this matter is to get
in touch with the elected
official in charge of these
matters, which I asumed
was you, or go to court.

I was trying to solve
this matter in a sincere.

and cooperative manner, but from your letter I see that no one else is cooperating with me, and I feel I will have to take this matter to court.

I will not even thank you for your time, as I feel you really didn't even read my previously letter. I guess the only place, the people of Oregon can go to in trouble is the court system.

I'm enclosing a picture of my problem, it may be easier for you to understand than simple written words of a true Oregonian

Sincerely,

Skip Davidson

Cold Spring Store
Rt. 1
Drain 97435

[illegible]

ROBERT W. STRAUB
Governor

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 2, 1977

Skip Davidson
Route 1 Box 298
Drain, Oregon 97435

Dear Mr. Davidson:

I am in receipt of your letter of October 20th, and I appreciate your frustration and anxiety over the ditch and dirt in front of your store.

However, inasmuch as you have an appointment to see Mr. Coulter on November 16, I believe he is the best one to assist you. I will share the letter with him so he will be fully aware of your concerns. Perhaps he may be able to better assist when he sees the problem in the picture.

It is my sincere wish this situation can be satisfactorily resolved. If you believe I can be of further assistance please let me know.

Sincerely,

Gladys McCoy
Ombudsperson

GM/ejr

✓cc: Scott Coulter

RECEIVED
STATE HWY ENGR
NOV 3 '77
REFER TO Ø
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OCT 2

Mr. [illegible] [illegible] [illegible]

I own a [illegible] store [illegible] miles north of [illegible] [illegible] on Hwy 99, which is currently being widening by the State of Oregon.

Upon [illegible] of the the State wants the property in front of my parking used between the two accesses to the store. They have dug an open ditch between the two accesses and [illegible] piled dirt approximately 30 feet long, and 5 feet high [illegible] the ditch on the store side.

The reason for the ditch according to the State is for drainage and safety.

The ditch and dirt pile are unnecessary inconvenient to my customers, and I see no reason to deface

[illegible] me at [illegible]. The
the flooding. I understand
why I did not [illegible]
why they did not have
even a culvert underground,
as they did underneath above
instead of an open ditch,
which is causing me
many problems.
The State told me nothing
else could be done until
after the ditch was dug, now
I understand they will
let me get a permit to
use the land, yet at
[illegible], install a ditch there,
and poles between the
causes at my own expense.
I really feel this is
unfair. I feel that
they have defaced, and
caused great problems for
my customers parking, and
I can't understand why
they did not have an

[illegible] on
their plans in the first
place
I have had Bill Markham
out there to look at it
and he agrees with me.
I had also wrote a letter
to Joe Skeel, but his
answer was not even on
the same issue as my
problem, he also said his
office could not do anything
for me. I then sent a letter
to Senator Hatfield, he
responded and sent my
letter to H.G. Putler State
Hwy Engineer who I have
an appointment with Nov 16, 1977
I would appreciate any
help you can give me on
this matter, I feel the
State Hwy Dept is in the
wrong, and my next
step will have to be court

I feel I have tried to
solve this problem amicably
and cooperatively with the
State, but I have not been
able to find anyone who will
cooperate with me. All the
State officials I have talked
to just back the State up
and tell me why what
they did is right. I have
found no one who would
look at the problem objectively
and try to come to some
sort of reasonable solution.

I hope I have explained
my problem clearly to you.
I'm enclosing a picture of
the problem, this pile
of dirt is a finished product.

I have also sent another
picture to Gov. Straub which
shows the whole ditch and the
stone.

I would appreciate any

Any you can get me concerning this matter.

Thanking you for your time.

Sincerely,

Skip Davidson
Rt 1 Box 398
Dexter, Oregon 97433
936 2741

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
OCT 1 [illegible] 77
REFER TO

October 17, 1977

10-19-77

Mr. Skip Davidson
Route 1, Box 298
Drain, Oregon 97435

Dear Mr. Davidson:

The Highway Division has given me the following information about your problem:

"When the right of way was acquired for the improvement of the Umpqua Highway from Drain to Anlauf, the Cold Springs Store was inside the right of way requirements and was purchased by the state. The owners of the store at that time were paid $10,000 by the state for taking the store out of business.

"Those owners have subsequently sold their holdings in the area.

"The state sold the store building and it was moved back off the right of way required for the improvement - the owner fully understanding that there was only one access granted as the right of way was acquired with access control.

"Since that time, the property on which the store sits has apparently changed hands several times and the current owners requested and were granted one additional access. Access has value and those owners were required to compensate the state for that access value to the tune of $1,000. Also it was the owners' obligation to construct the road approach in accordance with a permit granted by the state.

"The state engineers have determined that drainage is required. This section of highway is on a curve which is banked toward the front of the store and in heavy rains, there would be fast run-off from the roadway surface."

Because this matter is in the hands of your attorney, I do not see any role my office can play in this dispute at this time.

Sincerely,

Governor

COPY

RWS:cb

Dept. of Transportation

DOT - [illegible]
[illegible]

9-28-77

012532

Please prepare draft reply
for Governor's signature
by 10/10
Thank you.

PLEASE RETURN
ORIGINAL LETTER

Dear Governor Straub

I am a private property owner, on Hwy 99, north of Drain, Oregon. And I find myself in a dilemma with the State Hwy Dept.

D. L. Spencer and Son contractors, have started construction in front of my grocery store located two miles north of Drain. My problem is thus:

The state owns the property in front of my parking area, which extends to the Hwy. I have bought two acesses to the Hwy, and the state plans on digging a ditch between them, so that I cannot use the states land.

Mr. Jack McCormick and Mr. Vern Shull, state Hwy officials from Roseburg, have told me the ditch will serve drainage purposes, and safety purposes. and that nothing else can be done. I have had two foremans from Spencer and Sons, and one State employee tell me the ditch will not serve drainage purposes, and that the property has natural drainage. I cannot be sure that there will not be a drainage problem, but I have tried to get an objective opinion from the state, but have had no luck.

Both Mr. McCormick, and

Mr. Shull came out to look at the problem, but immediately jumped on the defensive and told me rather crossly, that there wasn't anything else that could be done, that it is the states land and the ditch is needed for drainage and safety.

I've tried to get in touch with you, but your office told me to get in touch with Mr. Bud Shirley the regional supervisor for the state Hwy. Dept. When I finally got in touch with Mr. Shirley, he immediately told me about the conflict between the State Hwy. Dept. and my father-in-law, Mr. Aaron Matthews, whom I am purchasing the store from. It seems that Mr. Matthews graveled the states land last spring, and Mr. Shull, Mr. McCormick, and Mr. Shirley are digging this ditch to spite him.

Mr. Bill Markham has been here and looked at the problem, and agrees with me, He feels the ditch is solely a spite situation.

If the ditch is put in it will hurt my business considerably. My delivery trucks will not be able to pull in and will be able to enter or leave. In the summer my major business is boats and trailers, and the ditch will make it very hard for them to stop at the store.

I just talked to my lawyer, and he told me the state now will make a deal with me over the land use. The deal is that I apply for a permit to use the land, I fill in the ditch, I install a catch basin, and I install posts to separate the accesses.

I cannot understand how the state can now and tell me to install these things, and why it was not just changed in their original plans. Until now I was told nothing else could be done, now they tell me I can apply to use the land. I'm wondering who backed down from their original position, and why they don't just cover the ditch like I have been asking all along.

I have paid $1000.00 already for one access, and if I apply for the permit, and install all the devices that the state requires, it will cost me approximately $1500.00 more, which in a newly opened business I cannot afford.

I would appreciate any help you can give me concerning this matter, I have tried to get in touch with you over the phone, but your office keeps referring me to Mr Bud Shirley, which is like going fifty miles an hour and hitting a brick wall.

Thank you for your time

Respectfully,
Skip Davidson
Rt 1 Box 298
Drain, Oregon 97435
836-2341

I have sent this letter to Senator Hatfield.

File No: 43360-Haldeman & Cox
Section: Drain-Anlauf
ghway: Umpqua
County: Douglas

COLD SPRINGS STORE DIARY

11-30-70	Letter from Mr. Roy E. Haldeman, partner of Cold Springs Store, wanting to sell store to State if needed for the realignment.
12-1-70	Letter to Haldeman from Riley about design of highway not settled yet.
12-3-70	Letter from Haldeman, does not want to sell home, presently unable to sell store to private party because of uncertainty of road alignment.
1-14-71	George Wills recommends taking store.
3-2-71	Letter from Haldeman requesting State to purchase business property.
3-4-71	Letter sent to Salem requesting authority to purchase.
3-5-71	Letter from John Oaks to Riley to appraise, negotiate and relocate, authorization under hardship case.
3-15-71	Letter from Tom B. Fredrick wanting to know if store will be purchased by the State. He is interested in purchasing the store.
3-17-71	Riley answered letter, State will purchase Cold Springs Store.
4-14-71	Appraisal of Cap Vandagrift for $34,000
4-30-71	Letter, Havig to Floyd Scott, regarding access at Engineer Station 97, reserved for store when other parcel deeded to Cox.
6-23-71	Rodman appraisal for $32,300.
8-25-71	Appraisal revision by Rodman for $37,150.
8-13-71	Appraisal revision by Cap Vandagrift for $34,500.
6-8-71	Letter from Cap Vandagrift about access to remainder across railroad tracks at Engineer Station 90+70. Access will be allowed at Engineer Station 97+00.
6-9-71	Riley wrote Cap to assume access at 97+00 and reconnect existing at 90+70.
9-1-71	Review at $37,150.

9-1-71	Offer made to Haldeman and Cox for $36,480 (see negotation record).
9-28-71	Letter from Stan Williams, negotiator, to J. J. Smith, relocation supervisor, that owners were requesting confirmation on the displaced business payment, they want some assurance that they will receive $10,000. (See attached letter from Haldeman and Cox).
10-21-71	Teletype from Ed Daughity, relocation owners are eligible for an in-lieu payment if and when the property is acquired.
10-22-71	Option signed, also eligible for in-lieu payment of $10,000. Option, access 97+00 top surface 26', unrestricted, to be constructed by State. State will allow grantor use of well until needed for construction.
11-23-71	Letter from Atley Chapman to Robert Haworth, Acmer Corp. in Eugene (see letter attached).
12-9-71	Letter of acceptance for option, State to take possession on 1-21-72 or 30 days after payment. (letter attached).
1-7-72	Letter to Wesley J. Olson renting store, letter attached.
3-1-72	Possession taken.
3-13-72	Payment of 10,000 in-lieu payment (copy attached).
9-18-72	Letter to Lyle C. Larson regarding lease, rental of store.
9-25-72	Teletype, Atley Chapman to Haskin, Olson still in possession, Larson waiting for OLCC transfer of Beer Permit.
10-1-73	Lease, rental Robert Haworth, Acmer Corp.
12-20-74	Letter from Stephen Hamilton, Acmer Corp. concerning sale of store to Mr. Gilys.
12-24-74	Letter to Hamilton from Chapman about selling store.
1-13-75	Memo to file about well by Chapman (copy attached).
2-6-74	Letter to Harold Young, Acmer Corp. from Chapman.
6-3-75	Letter to Haldeman from Chapman about well, fencing, tree, etc.
8-4-75	Letter from Ruth Keller to Chapman about Matthews purchasing store interest from Larson and land from Haldeman (see letter attached).
10-15-74	Letter from John Oakes to Virgil Wilson to sell well (attached).
1-15-75	Letter from Chapman to Bates to change right of way line to miss the well. (copy of sketch map attached).
9-25-75	Sale of Cold Springs Store building at public auction to be demolished. Sold to G. J. Wandell. (attached)

9-24-75	Letter from Commercial Title Company to State Highway regarding title. (attached).
10-13-75	Letter from Ruth Keller (attached).
3-31-76	Letter from Rolland Arney to Carolyn Rhodes, property management, concerning deposit. Sale from Larson to Matthews. (attached)
5-6-77	Letter from Al Lightner to Rep. Markham concerning additional access (attached).
5-9-77	Grant of Access from Station 98+10 (attached).
6-16-77	Appraisal contact Stan Williams (attached).
7-27-77	Letter from J. B. Boyd to Al Lightner, Grant of Access $1,000 (attached).
8-22-77	Copy of check (attached).
10-17-77	Letter from Governor (attached).

Virgil Wilson
Right of Way Supervisor

VW:ldp

Form 81-734-3419

EGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To Neil Flanagan

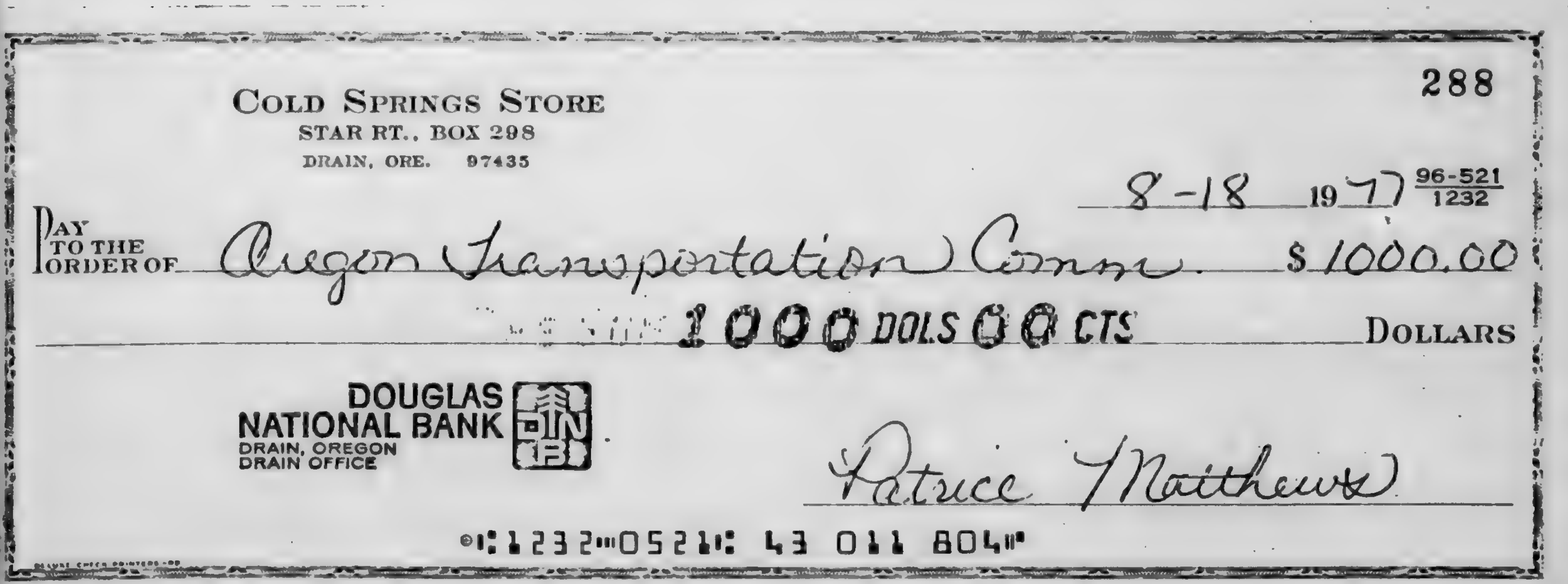
File No. 43360

From Virgil Wilson

Date 8-22-77

Subject Cold Springs Store Grant of Access

Attached is a check I received from Cold Springs Store for a Grant of Access at Eng. Station 98+10. I assume you have the original application since the request for an appraisal came from your office. Please process.



COLD SPRINGS STORE
STAR RT., BOX 298
DRAIN, ORE. 97435

288

8-18 1977 96-521/1232

PAY TO THE ORDER OF Oregon Transportation Comm. $1000.00

1000 DOLS 00 CTS DOLLARS

DOUGLAS NATIONAL BANK
DRAIN, OREGON
DRAIN OFFICE

Patrice Matthews

⑆1232⑈0521⑆ 43 011 804⑈

REPORT OF PERSONAL INTERVIEW ☐ Non-White

Roseburg Copy

☒ Legal Owner ☐ Contract Purchaser ☐ Other______ File No. 3360

☐ Liaison ☒ Appraisal ☐ Property Mgmt. Last Name Matthews

☐ Acquisition ☐ Relocation ☐ Other______ Section Drain-Anlauf

Name Aaron Matthews Address Star Rt. Box 1022H, Winston, OR

Documents Delivered: Area of Taking Amount Approved $______

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion	
6-16-77	Mr. Matthews Stan Williams	We discussed the additional access and where it would be located. He said trucks could not go around and unload behind the store and he had no plans to do this. Both trucks and car traffic use the 6 parking spaces in front of the store and will continue to do this. Mr. Matthews says the other access would make it more convenient for better traffic flow. At present, the entire frontage is open in front of the store.
6-17-77	Mr. Matthews Stan Williams	We discussed the parking and traffic flow with one access and with two accesses. We discussed how the trucks would park and unload under both situations. He said they could park parallel with the store front, but this will interrupt the car parking. He would provide parking space along side of the building as a last resort because of the cost involved.

By Stan Williams

Right of Way Agent
Stan Williams

FORM 81-734-3708 Use reverse side (tumblehead)

FILE

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

July 27, 1977

Salem 97303

J B Boyd

FROM: J. B. Boyd
Right of Way Engineer

TO: Al Lightner
Executive Assistant

SUBJECT: Grant of Access
File No. 43360
Drain-Anlauf Section
Umpqua Highway
Douglas County

The following is a follow-up to your May 6, 1977 letter to Rep. Bill Markham and my letter of June 27 to yourself. We have had a review appraisal made on the property and believe the minimum value to this grant of access is $1,000. It would seem to me that possibly in order to maintain our credibility that the correspondence could emanate from your office.

I have attached a rough draft for your consideration. If you and the administration wish us to carry the ball, we will be glad to.

JBB:jc:ha
Att.
cc: Alfred Shirley
Jack McCormick
Virgil Wilson ✓

RECEIVED
JUL 28 1977
ROSEBURG R/W

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date 5-9-77
File No. ~~4360~~ 43360
Section Drain-Anlauf
Highway Umpqua
County Douglas

1. Original Grantors: Roy E. Haldeman

2. Present Owners: Aaron Matthews and Mary L. Matthews

3. Address of Present Owners: Star Rt., Box 1022H, Winston, Oregon 97496

4. Are deed copies attached which will complete chain of title? yes

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
NONE				

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed
98+10	South	26'	None	No

7. Reason for Change of Access: Request of property owner

8. Will change affect safety or use of highway traffic capacity? No Explain on reverse.

9. Filing fee of $5 is enclosed ________. Fee is waived x. Road Approach Permit is attached ________.

10. State will construct yes. Estimate of cost and check in amount of $ 400.00 attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the State none.

RECOMMENDED:

J. C. McCormick 5/17/77
Resident Engineer Date

J. K. Wilson 5/18/77
Region Engineer Date

Right of Way Engineer Date

APPROVED:

Asst. State Highway Engineer Date

Title Date
FEDERAL HIGHWAY ADMINISTRATION

E-792 Rev. 10-17-72
Orig. to R/W Engineer

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
MAY 1[illegible] 1977
DIST. ENGR.
ROSEBURG, ORE.
DSE ☒ HMO ☐ DMC ☐

May 6, 1977

File 43360

The Honorable Bill Markham
House of Representatives
365 State Capitol
Salem, OR 97310

Dear Representative Markham:

This letter is intended to fill you in on the detail concerning Erin Mathews' store and the problems he has been having with the access and highway restrictions.

My last conversation with him resulted in an application for an additional access point from his property to the highway. This will give two access points to his parking lot: one at each end for all practical purposes, and will facilitate a clean flow of traffic into and out of his lot without undue danger to store patrons or highway users. This solution was agreeable with Mr. Mathews and with the district engineer in that area. The approval of the access is a formality of the Transportation Commission and I see little problem in getting it granted. There will probably be a charge for the access rights granted, and if I were to guess, the cost would be somewhere around $50 to $100. ? This is ultimately determined by right-of-way appraisers.

From what I have gathered so far, this solution seems to be the best available. It also seems agreeable to all parties. If any further complications arise, I will be sure to let you know. Thank you for your direction in this matter.

Sincerely,

Alan W. Lightner
Executive Assistant

dn
bc: Bob Burco
Erin Mathews
Jack McCormick

FILE

March 31, 1976
Roseburg, Oregon

Rolland C. Arney
Right of Way Agent

Carolyn Rhodes
Clerk

Re: File No: 43360-Cold Springs Store
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

We have been holding $100 deposit plus unused rent of $16.67 from Lyle Larson. Our theory behind this was that it gave us a financial hold on the sale of the Cold Springs Store from Larson to Aaron Matthews, however, it does not appear to be a significant hold and I think it is to the State's interest to refund the money to Larson and clear it from our records.

Will you please take appropriate steps to make the refund?

RCA:maw

cc: J. B. Boyd

File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 13, 1975
Salem, Oregon 97310

FILE:

FROM: RK
Ruth Keller
Document Supervisor

TO: Virgil Wilson
R/W Supervisor

Attention: Stan Williams

SUBJECT: Files 42086 & 43360
Drain-Anlauf Section
Umpqua Highway
Douglas County

Sorry we could not get the check out on the 9th as promised. To explain why the check could not be released we attach the following:

1. Letter dated 9/24/75 from Commercial Title Co.-see items 1, 2 and 3.
2. Deed form, Haldemans to State to clear said item 1.
3. Deed form, Cox to State to clear said item 2.
4. Q C D form, Larson et al to State to clear said item 3.

We do have the check and as soon as the executed documents are returned we will call the title company regarding clear title so the check can immediately be mailed to the grantors.

Also attached is the Well Agreement to be signed by the parties of interest before we ask Mr. Klaboe to sign same. Since you will be contacting these people will you take care of this matter at the same time.

All signed documents should be returned to us as soon as possible.

RK:vc

RECEIVED
OCT 15 1975
ROSEBURG R/W

Order No. 28,493

[illegible] [illegible]

3. Obtain a conveyance from Lyle C.Larson, Virginia Jean Larson, Rimas Gilys and Gwenn L. Gilys to said parcels as referred to above, to establish the boundary line, due to the fact that they ran Northeasterly along the Railroad right of way 55 feet,more or less, to the South line of the Cox parcel, as described in Recorder's No. 65-7440, and then ran Easterly along said line, as is shown by the enclosed copy of Land Sale Contract recorded in Book 533, page 932. [illegible]

I will be out of the office until October 6th, and we will await your reply in this connection.

Yours truly,

COMMERCIAL TITLE CO.

By Leland K. Wimberly
Leland K. Wimberly
President

LKW:mj
Enc.

I have explained the problem briefly to Don Deering.

SINCE 1909

COMMERCIAL TITLE CO
INCORPORATED
PHONE 672-5555
Title Insurance — Escrows

LELAND K. WIMBERLY
PRESIDENT
DONALD L. DOERING
VICE-PRESIDENT

PROFESSIONAL CENTER
563 S. E. MAIN STREET
P. O. BOX 1325
ROSEBURG, OREGON 97470

RIGHT OF WAY SECTION
RECEIVED
SEP 25 1975

September 24, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Bob Poggione

Gentlemen:

Re: OUR ORDER NO. 28,493
Your File No. 42086

We are in receipt of your request for a title insurance policy, as shown by your enclosed letter. While we can insure the deed which Tom Cox gave to the State Highway, which is recorder's No. 75-12350, we find upon reexamination of the title that the deed referred to as the Cox property, recorded in Book 351, page 333 of records of Douglas County, Oregon, Recorder's No. 65-7440, has an error in it,in that on the fourth line the distance is stated as 309.2 feet, whereas by survey of Wilford Haines in January, 1970, the said distance is stated as 390.2 feet. We believe this to be the correct footage, as all the surrounding properties seem to have used this figure.

We also find that Tom W. Cox and Mary E. Cox have another piece of property adjacent to the same, which is not included in the conveyance which you received from them. It is recorded in Book 520, records of Douglas County, Recorder's No. 73-6881 and is the triangular .15 acre piece shown on the Wilford Haines survey. If you wish to acquire all of the Cox's remaining properties in this area, the following should be done:

to State

1. Obtain from Roy Haldeman and Velma A. Haldeman a deed to correct the deed recorded in Book 351, page 333, using the 390.20 feet, rather than the 309.2 feet for the East line of said property and excepting that part lying within the Southern Pacific Transportation Company's right of way.

to State

2. Obtain a conveyance from Tom W. Cox and Mary E. Cox for the property described in deed recorded in Book 520, Recorder's No. 73-6881 omitting therefrom that part bracketed by red on the enclosed copy.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1975

SUBJECT: Disposition of Improvements
and Site Clearance (Advance Deposits)
File No. 43360 - Cold Spring Store
Section Drain - Anlauf
Haldeman and Cox Owners
Highway Umpqua

To: Right of Way Engineer
115 State Highway Building
Salem, Oregon

Improvements on subject file disposed on September 25, 1975 (Date)

to G. J. Wandell 25600 Fleck Rd. Veneta, OR 97487 by ☒ public sale, ☐ demolition contract, or ☐ included as clearing item in construction contract. If included in construction contract, show reason Not included.

Original date specified for completion of removal 10-25-75.

Extension granted to None (Date) for the following reason Burn to cleanup This was done over the weekend by 10-27-75.

Site cleared
☐ by State forces
☒ according to terms of sale
on 10-27-75 (Date).

Deposit^{+} of ONE HUNDRED ($100.00) Dollars ordered to be
☐ forfeited
☒ refunded
on 10-29-75 (Date).

Total number improvements acquired 1

Total number improvements removed 1

Total number improvements remaining 0

Atley Chapman
District Property Agent
Property Management

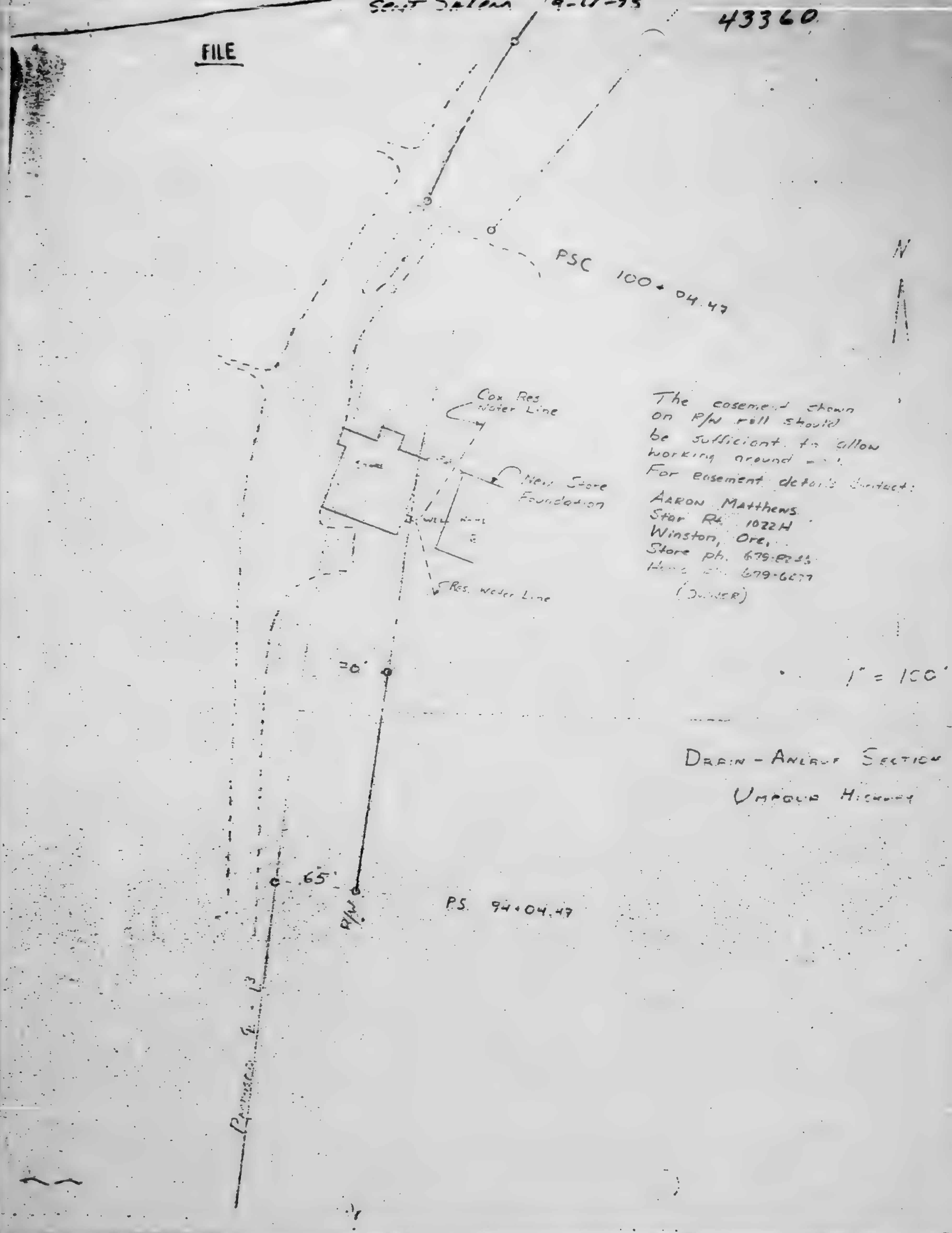
$^{+}$Explanation of forfeiture: None

4-26-67
PM 12
Distribution:

Sent Salem 9-11-75

43360

FILE



The easement shown on P/W roll should be sufficient to allow working around it.
For easement details contact:

Aaron Matthews
Star Rt. 1022H
Winston, Ore.
Store ph. 679-8233
Home ph. 679-6277
(Owner)

1" = 100'

Drain - Anlauf Section
Umpqua Highway

STAN

File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
23 December 1974

FILE:

Alfred M. Bates

FROM: A. W. Bates, Res. Engineer

SUBJECT: Drain-Anlauf Rightof-Way
File No. 43360

TO: Stan Williams, Right of Way Agent

Right of Way on the subject section may be adjusted to exclude the well at station 97 + 25.

Access control line will be on R/W line.

Alfred M. Bates

RECEIVED
DEC 23 1974
ROSEBURG R/W

cc - REGION

Posted
JW

FILE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE October 15, 1974

TO Virgil Wilson
Regional R/W Supervisor

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Files 43360 and 42086
Drain-Anlauf Section
Umpqua Highway
Douglas County

The well the State purchased in 1971 from Mr. and Mrs. Tom Cox and Mr. and Mrs. Roy Haldeman can be sold as excess to the State's needs if approved by the Regional Engineer.

However, like all State property, the property must be sold on the basis of appraisal. I would suggest that you get an expert to estimate the cost of drilling a new well, deduct some amount to offset the restrictions we will have to place in the sale to save the State from any damage claims, and then negotiate with the owners on the basis of the review of this amount. It would be proper to negotiate file 42086, using the well as part of the State's payment.

Please negotiate this in the best interest of the State.

JRO:ha

RECEIVED
OCT 16 1974
ROSEBURG R/W

COPY TO STAN 10-17-74

FILE

Roseburg, Oregon
August 4, 1975

Atley Chapman
Right of Way Agent

Ruth Keller
Administrative Assistant

File Nos: 42086 & 43360
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

In the past, the well on Cold Spring Store, 43360, has also supplied the Cox house on 42086 with all necessary water. In the appraisal and purchase of the store, the well was purchased for $1,000 and now has been removed from the taking. Cox and Larson, who are buying the store remainder, agreed to pay $500 each to get the well back.

Now the State is buying the entire land area of file 42086, but will still need the water supply from store well, and Cox is not paying his $500. Also, Aaron Matthews and Mary Matthews, husband and wife, are buying the store remainder as well as the store building.

The Matthews purchase is to buy out Larson's interest and finish paying Cox and Haldeman for the land, pay $500 to the State for the well, which they agree to share with the former Cox house, and buy the store building from the State to move back on the store remainder land.

We need a description of the well land and an agreement to be signed by all the persons involved so Matthews gets the well on store remainder and shares the water with the former Cox house.

Matthews agrees to pay $500 as a cleanup deposit on store building to be transfered to payment of well when store site is completely cleaned up satisfactorily. The $3,000 for the store building has been paid.

AC:ld

cc: J. B. Boyd
W. H. Haskin

FILE

June 3, 1975

Mr. Roy E. Haldeman
P. O. Box 176
Drain, OR 97435

File Nos: 42085 & 43360
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Haldeman:

Thank you for calling and providing the information that the fencing has been completed and that you have received your payment from the Salem office. We are holding $1,400 for possession deposit until August 7, 1975, and hope that your renters, the Mark Gaetchers' can find a place to move to by that date.

I do not find that the irrigation line from the creek is mentioned as going under the highway in a sleeve or culvert, but it will be replaced so you may continue to use the creek water.

As to the Walnut tree by the store on file 43360, it is understood that you were to get the tree down for your own use; but not until the store building is moved back.

We paid you the withheld sum of $3,000 in May 1972 when we took possession of the store. The well behind the store is the only one worth saving. We have pulled back the line to keep this well out of the new right of way with the understanding that Larsons' and Tom Cox have agreed to pay back $1,000 for this well, complete with the old pump and pressure tank.

If there are more questions, please let me hear from you soon so there are no misinterpretations.

Very truly yours,

Atley Chapman
Right of Way Agent

AC:ld

cc: J. B. Boyd
W. H. Haskin

NOTED
W. RILEY

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541, Ext. 226

February 6, 1974

Mr. Harold Young
Acmer Corporation
P. O. Box 5587
Eugene, Oregon 97405

File No: 43360-Cox & Haldeman
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Young:

I understand there is a $250.00 difference in the escrow on the Cold Springs Store and it is the last month rent payment.

The State does not use the first and last month deposit system. The rent was $250.00 per month with a deposit of only $100.00 to apply on unpaid charges for accrued unpaid rent, cleanup and utilities bills.

I am enclosing a copy of rental agreements for the three tenants, a letter to Larsons dated September 18, 1972 and a copy of their check and receipt showing $66.67 balance of October rent, all November rent and the $100.00 deposit.

In case it goes back to Olson the enclosed rental statement shows rental rate $250.00 and deposit $100.00

If this doesn't resolve the problem, please let me know if I may help in another way or secure copies of the rental payments and refund of deposits from our Accounting Division in Salem.

Thank you for your cooperation.

Sincerely,

Atley Chapman
Right of Way Agent for
Property Management

AC:slr

ENCLOSURES

FILE

Roseburg, Oregon
January 13, 1975

Atley Chapman
Right of Way Agent

File No: 43360 - Cold Spring Store Well
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

MEMO TO FILE

A replacement estimate is necessary because the good well at the Cold Spring Store was purchased from the partners, Haldeman and Cox, along with the land and store building. There is only one good well out of eight. The Cox residence has been supplied also by this well, so file 42086 is involved for water supply.

Since the store was purchased on file 43360, a new land description is needed to place the well on the remainder property back of the store building. This well is located 60' east of station 97+50.

I find that it is only 52.4' deep and has a static level of 15.4'. It is 6" cased to 26', although 18' of casing is the minimum. It is a Fairbanks-Morse jet pump with pressure tank and powered by 3/4 HP electric motor.

I received a rough replacement estimate from Mohr Well Drilling, Inc. as follows:

Drill and case-26' @ $12/ft.----	$312.00
Drill only - 26.4' @ $ 7/ft.----	184.80
3/4 HP pump and pressure tank --	396.00
Hookup and additional plumbing -	80.00
Total cost------------------	$972.80

There is in addition a land value based on a new description for Haldeman and Cox retained the remainder and well use agreement.

AC:ld

cc: J. B. Boyd
W. H. Haskin
Milner Mead

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

December 24, 1974

Mr. Stephen S. Hamilton
Assist. to the President
Acmer Corporation
1473 Willamette Street
P. O. Box 5587
Eugene, OR 97405

File No: 43360
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Hamilton:

We now have a date for contract letting on May 22, 1975 for this section of the highway and Mr. Gilys should start to move in April as I told him.

It appears that a house mover could get under the store building to move it back. It is a fairly sound structure with about the floor space of 4 houses or 4,900 sq. ft.

With the building, we purchased the gasoline tanks, shelving, walk in box, sink and water heater. If Mr. Gilys wished to purchase the building with these fixtures, the State will make a direct sale to him for $3,000 cash before he moves. We cannot extend terms.

The State also purchased the good well and we are still trying to save it from being in the new right of way. This is the well near the middle of the rear side of the store in the white painted pump house. We believe we may be able to sell this well and pump back to Gilys and Cox as the store and Cox residence are both served by this one good well. We had written in the option, "State will allow grantor use of the well until needed for construction."

We estimate the area of the remaining land for the store at 5.22 acres, but some of this is across the tracks.

Very truly yours,

Atley Chapman
Right of Way Agent

AC:ld

cc: J. B. Boyd
W. H. Haskin
Rimas Gilys

Yellow

OREGON STATE
HIGHWAY DIVISION
REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541, Ext. 226

October 1, 1973

Mr. Robert Haworth
Acmer Corporation
P. O. Box 5587
Eugene, Oregon 97405

File No: 43360-Cold Spring Store
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Haworth:

Enclosed are the rental applications and lease rental agreements. Please have your clients sign and return two agreements and one application with $250 for rent in advance plus $100 as we require an advance deposit.

The rent will be $250 per month in advance and the deposit will apply against clean-up, unpaid utilities and any unpaid rent or will be refunded.

Please note that should they wish to terminate the rental agreement, they should notify the State by written notice or by telephone to this office 30 days or more if possible prior to vacating. Also please let us know your intent should they be moving back on the property to a new store building they construct.

The State insures the buildings but they should insure their stock, equipment, and other contents. Although the State assumes no responsibility for repair and upkeep of the premises, please let us know if something happens for the State may, at its option, make such repairs as may be to the best interest of the State. This means we will make repairs as necessary to keep the premises rentable.

It is possible that construction of the project may start before the end of the record year, and we will inform all tenants of the proposed construction schedule.

You will note the 90 day notice after first year on the agreement.

Very truly yours,

Atley Chapman
Right of Way Agent for
Property Management

AC:slr
ENCLOSURES

LRM

LRW RSB 205 9-25-72 4-40 PM

W. H. HASKIN

43360-COLD SPRING STORE-DRAIN-ANLAUF

OLSON STILL IN POSSESSION, LARSON WAITING FOR OLCC TRANSFER BERR PERMIT.

ATLEY KE CHAPMAN

CM¾4.

yellow

1859

OREGON STATE
HIGHWAY DIVISION
REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541, Ext. 226

September 18, 1972

Mr. & Mrs. Lyle C. Larson
Cold Spring Store, Rt. 1
Drain, Oregon 97435

File No: 43360-Cox
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. & Mrs. Larson:

Enclosed is a lease rental agreement for one year from date. The rent is $250 in advance per month and in addition we require an advance deposit of $100 to apply against clean-up and payment of all utilities and unpaid rents. The standard one year renewal shall apply.

The proposed construction schedule and information now available indicates that there should be no problem in leasing the Cold Spring Store until October 1, 1973. A 90-day termination clause has been included for written notice and we request that you notify the State by written notice also should you desire to terminate this rental agreement at least 30 days prior to vacation. You should do this even though you may be moving back on the remainder property to a new store building.

The State will continue to insure the building, but you must insure your stock and contents. The State assumes no responsibility for repair and upkeep of the buildings or premises, but please let me know if something happens so we may at our option make repairs as necessary if to the best interest of the State to keep the property rentable.

It is possible the construction on the project may start before the end of the second year, and you will be informed at this schedule. It will be necessary for you to sign the rental agreement before you take possession and a check for $350 if this is satisfactory.

This is a charge of $8.35/day for a partial month and when established the rental notices come from the Highway Accounting Section in Salem to promptly credit the proper account. Payments must be made in advance.

I am enclosing an Exhibit A and sketch map of the area purchased for highway right of way. This was 1.17 acres outside the existing right of way which left 5.22 acres in the Cox-Haldeman remainder. Nearly 2 acres will remain between the railroad and new highway rights of way.

Very truly yours,

Atley Chapman, Right of Way Agent for

RELOCATION PAYMENT APPROVAL

Highway Class ____________

Pay to: Tom W. Cox and Mary E. Cox File No. 43360

Roy E. Haldeman and Velma A. Haldeman

Mailing Address Section Drain-Anlauf

Rt. 1, Drain, Oregon 97435 County Douglas

Claimant's Name Same as above F.A.P. No. ____________

(1) Type Property: Res. ☐ No. People ________ Farm ☐ No. People ________

Business ☒ Non Profit ☐

(2) Attached is E-611 Type Claim Displaced Business Payment

(3) Date of Salem Relocation Authorization 3/5/71

(4) Date of Occupant Interview (Form E-600) N.A.

(5) Date Claimant Occupied Dwelling Being Acquired (Form E-600) N.A.

(6) Date of Offer Benefit Letter (Form E-717 - E-727) 10/22/71

(7) Date of Notice to Vacate 12/9/71

(8) Date Premises Vacated (Form E- 611) 2/18/72

(9) Date Replacement House Occupied (Form E-) N.A.

(10) Date on which Form E-609 or E-610 Received by State N.A.

(11) How was Contract Rent Verified on Form E-600? N.A.

(12) Status of Claimant - Owner ☒ Tenant ☐ N. A. ☐

(13) Right of Way Supervisor's Comments to Support Claim Approval ____________

(14) Amount of Claim $10,000

(16) Cost Distribution ____________

(17) Reloc. Records By ____________

PAYMENT APPROVED

(15) L. H. Cliey Date 3-13-72
Right of Way Supervisor

(18) ____________ Date ____________
Relocation Supervisor

Form E-629
Rev. 6-15-71

DISPLACED BUSINESS PAYMENT APPLICATION

File No. 43360

WE, Roy Haldeman Tom Cox, of Cold Spring Store, at
proprietor — business name

Drain, Ore, hereby make application for Displaced Business
address

Benefits in lieu of actual moving expenses.

I understand that to be eligible for the Displaced Benefit Payment, my business cannot be relocated without a substantial loss of existing patronage; and, further, that to be eligible my business must not be part of a commercial enterprise having other similar commercial establishments.

I understand that the Payment is to be based on one-half the "annual net earnings" before Federal, State and local income taxes during the two taxable years immediately preceding the tax year of displacement, not to be less than $2500 or more than $10,000.

I understand that the amount of Payment I am to receive may be computed from Federal Income Tax Returns filed by myself, my spouse, and my dependents, copies of which are attached to this application.

I understand that the Payment is in lieu of all other Relocation Benefit Payments and further that the premises must be vacated and must be left clean and orderly.

~~I~~ We certify that we are I am the Owners and have operated the business for 31 years ~~months~~.
(owner) (lessee)

Based on the above, I hereby claim $10,000.00 for Displaced Business Benefits, and I declare that to the best of my knowledge and belief the statements contained herein are true and correct.

Roy Haldeman
Tom W Cox
Signature of Applicant

Owners
Title

March 8, 1972
Date

Inspection of the subject property was made on 2-18-72 and was found ~~vacant~~ well stocked
date

and clean and orderly. The proprietor of the business has moved to Leased to Wesley J Olson & Melody Ann Olson
New Address

State to continue renting store to Olsons at $250.00/mo

Attley Chapman
Agent

3-13-72
Date

An inspection of the operator's Federal Income Tax statements indicate that he should receive payment, and I recommend that the owner be paid the sum of $10,000.00 which represents his average annual net income.

District Supervisor

3-13-72
Date

E-611 - Rev. 6-15-71

Form **1065**
Department of the Treasury
Internal Revenue Service

U.S. Partnership Return of Income

FOR CALENDAR YEAR 1969 or other taxable year beginning
.................., 1969, and ending ...., 19......

1969

A Principal business activity (See General Instruction K)
RETAIL
SALES

B Principal product or service (See General Instruction K)
GROCERIES

Please use this form. Correct name, etc., if necessary. Enter employer identification number at right only if number on label is incorrect.

93-0499731 P YR ENDED DEC 31 1969 93
HALDEMAN HALDEMAN COX & COX
COLD SPRINGS STORE 9
RT 1
DRAIN OREG 97435

C Employer Identification No.
93-0499731

D County in which located
DOUGLAS

E Date business commenced
10-1-48

IMPORTANT—All applicable lines and schedules must be filled in. If the lines on the schedules are not sufficient, see Instruction R.

INCOME

1	Gross receipts or gross sales 368,385.11 Less: Returns and allowances	368,385.11
2	Less: Cost of goods sold (Schedule A) and/or operations (attach schedule)	301,947.40
3	Gross profit	66,437.71
4	Income (loss) from other partnerships, syndicates, etc. (attach statement)	
5	Nonqualifying dividends (attach list—see Instruction 5)	
6	Interest	
7	Rents (Schedule B)	
8	Royalties (attach schedule)	
9	Net farm profit (loss) (Schedule F, Form 1040)	
10	Net gain (loss) from sale or exchange of property other than capital assets (line 16, Schedule D, Form 1065)	
11	Other income (attach schedule) CASH OVER	628.45
12	TOTAL income (lines 3 through 11)	67,066.16

DEDUCTIONS

13	Salaries and wages (other than to partners)	2,661.76
14	Payments to partners—salaries and interest	
15	Rent	
16	Interest (Schedule J)	
17	Taxes (Schedule J)	1,092.58
18	Losses by fire, storm, shipwreck, other casualty or theft (attach statement)	
19	Bad debts (Schedule H if reserve method is used)	81.41
20	Repairs	494.78
21	Depreciation (Schedule I)	2,438.32
22	Amortization (attach schedule)	
23	Depletion (attach schedule)	
24	Retirement plans, etc. (other than for partners—see Instruction 24)	300.00
25	Other deductions (Schedule J)	6,500.62
26	TOTAL deductions (lines 13 through 25)	13,569.47
27	Ordinary income (loss) (line 12 less line 26) (see General Instruction G)	53,496.69

Schedule A—COST OF GOODS SOLD

1	Inventory at beginning of year (if different from last year's closing inventory, attach explanation)		20,458.24
2	Purchases	304,310.80	
	Less: Cost of items withdrawn for personal use	2,453.06	301,857.74
3	Cost of labor		
4	Material and supplies		
5	Other costs (attach schedule) FREIGHT		35.19
6	Total of lines 1 through 5		322,351.17
7	Less: Inventory at end of year		20,403.77
8	Cost of goods sold. Enter here and on line 2 above (Method of inventory valuation ....)		301,947.40

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief it is true, correct, and complete. If prepared by a person other than taxpayer, his declaration is based on all information of which he has any knowledge.

▷ 3-11-70
Signature of partner or member Date

▷ ....
Signature of preparer other than partner or member Address Date

c59—16—80593-1

MILTON A. MOREY, C.P.A.
1849 WILLAMETTE STREET
EUGENE, OREGON 97401

Form **1065**
Department of the Treasury
Internal Revenue Service

U.S. Partnership Return of Income

FOR CALENDAR YEAR 1970 or other taxable year beginning .... 1970, and ending .... 19........

1970

A Principal business activity (See instructions) RETAIL SALES

B Principal product or service (See instructions) GROCERIES

C Enter total assets from line 13, column (D), Schedule L $ 96,601.77

```
93-0499731 P  YR ENDED DEC 31 1970 93
HALDEMAN HALDEMAN COX & COX              9
COLD SPRINGS STORE
RT 1
DRAIN  OREG  97435
```

D Employer Identification No. 93-0499731

E Business Code No. [illegible]

F County in which located DOUGLAS

G Date business commenced 10-1-68

IMPORTANT—All applicable lines and schedules must be filled in. If the lines on the schedules are not sufficient, see Instruction Q.

INCOME		350,257.81
	1 Gross receipts or gross sales 350,257.81 Less: Returns and allowances	283,291.54
	2 Less: Cost of goods sold (Schedule A) and/or operations (attach schedule)	66,966.27
	3 Gross profit	
	4 Income (loss) from other partnerships, syndicates, etc. (attach statement)	
	5 Nonqualifying dividends (attach list—see Instruction 5)	
	6 Interest	
	7 Rents (Schedule B)	
	8 Royalties (attach schedule)	
	9 Net farm profit (loss) (Schedule F, Form 1040)	
	10 Net ordinary gain (loss) (line 10, Schedule D, Form 1065)	
	11 Other income (attach schedule)	66,966.27
	12 TOTAL income (lines 3 through 11)	2,777.36
DEDUCTIONS	13 Salaries and wages (other than to partners)	
	14 Payments to partners—salaries and interest	
	15 Rent	
	16 Interest (Schedule J)	1,129.52
	17 Taxes (Schedule J)	84.79
	18 Bad debts (Schedule H if reserve method is used)	937.27
	19 Repairs	2,706.23
	20 Depreciation (Schedule I)	
	21 Amortization (attach schedule)	
	22 Depletion (attach schedule)	355.00
	23 Retirement plans, etc. (other than contributions made on partners' behalf—see Instruction 23)	6,852.65
	24 Other deductions (Schedule J)	11,842.54
	25 TOTAL deductions (lines 13 through 24)	52,123.73
	26 Ordinary income (loss) (line 12 less line 25) (see General Instruction G)	

Schedule A—COST OF GOODS SOLD

1 Inventory at beginning of year (if different from last year's closing inventory, attach explanation)		20,423.77
2 Purchases	287,253.45	
Less: Cost of items withdrawn for personal use	2,706.32	284,457.13
3 Cost of labor		
4 Material and supplies		5.25
5 Other costs (attach schedule) FREIGHT		304,886.15
6 Total of lines 1 through 5		21,574.61
7 Less: Inventory at end of year		283,291.54
8 Cost of goods sold. Enter here and on line 2, above		
(Method of inventory valuation ....)		

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief it is true, correct, and complete. If prepared by a person other than taxpayer, his declaration is based on all information of which he has any knowledge.

▷ .... Signature of partner or member .... Date

▷ .... Signature of preparer other than partner or member .... Address .... 4-6-71 Date

MILTON A. MOREY, C.P.A.
1849 WILLAMETTE STREET
EUGENE, OREGON 97401

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
4-14-72

To: Property Manager
120 State Highway Bldg.
Salem, Oregon 97310

SUBJECT: Taking of Possession
Property and Improvements
File No. 43360
Project Drain-Anlauf
Douglas County
Highway Umpqua

Possession was taken of subject property on March 1, 1972.

Character of property: ☐ Residential ☒ Commercial ☐ Industrial

☐ Other (Specify) Cold Springs Store

All

☒ realty, equipment, and trade fixtures listed on option

☐ property improvements described in residential appraisal were taken into our possession, in proper condition and working order, with the following exceptions: (List, indicating appraised or estimated enhancement value)

No Exceptions

Were there evidences of vandalism or theft? Specify. None

(1) Evidence of rodents? ☐ Yes ☒ No

(2) If (1) is "Yes" a plan has been developed and is being submitted to the Right of Way Engineer? ☐ Yes ☐ No

In the event of shortages of equipment, trade fixtures, or real property fixtures, show effort made toward recovery, together with recommendations for further action.

None

Rented to Wesley and Melody Olson at $250.00 per month.

Property under Condemnation: Prepare 3-page Form E-410 by inserting the possession date, and signature and date, on line "Resident Engineer". Forward E-410 with E-639. Disregard "INSTRUCTIONS" on Form E-410 following "Date" line.

Address for mailing deposit check:
Tom W. & Mary E. Cox and Roy & Velma A. Haldeman
Route 1
Drain, Oregon 97435

R/W Office Manager: Atley Chapman District Property Agent
Property Management

☒ Please release sums withheld to guarantee delivery. EXhibit "B" $3,000
Taxes Paid 179.22

☐ Retain sum of $ None and release balance of withheld funds.

(8/15/69)
E-639
Dist.: Dist. R/W File - 1
Salem PM Office - 1

Property Manager

File

OREGON STATE
HIGHWAY DIVISION

REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

January 7, 1972

Mr. and Mrs. Wesley J. Olson
Cold Spring Store, Rt. 1
Drain, Oregon 97435

File No. 43360-Cox
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. and Mrs. Olson:

Enclosed is the lease rental agreement for one year from January 21, 1972 to January 21, 1973. The rent is $250 in advance per month and in addition we require an advance deposit of $100 to apply against cleanup and payment of all utilities and unpaid rent. The standard one year renewal shall apply.

Please note that you are to notify the State by written notice if you should desire to terminate this rental agreement 30 days prior to vacating. You should do this even though you may be moving back on the property to a new store building you intend to construct.

The State will insure the building but you must insure your contents and stock. Although the State assumes no responsibility for repair and upkeep of the premises, please let us know if something happens for the State may at its option make such repairs as may be to the best interest of the State. This means we will make repairs as necessary to keep it rentable.

It is possible the construction of this project may start before the end of the second year. You will be informed of the proposed construction schedule and will be given a 90 day notice in which to vacate the premises.

Please return two signed copies with your check for $350 if this is satisfactory. If not, please call me.

Very truly yours,

Atley Chapman
Right of Way Agent for
Property Management

AC:dw

Enclosures

OREGON STATE
HIGHWAY DIVISION

RECEIVED
DEC 10 1971
ROSEBURG R/W

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 9, 1971

Mr. and Mrs. Tom W. Cox
Cold Springs Store
Rt. 1
Drain, Oregon 97435

File 43360
Drain-Anlauf Section
Umpqua Highway
Douglas County

Dear Mr. and Mrs. Cox:

The State Highway Commission has accepted your option dated October 26, 1971, for a parcel of land containing 1.17 acre lying in the NE¼SW¼ and in the SE¼NW¼ of Section 4, Township 22 South, Range 5 West, W.M., Douglas County, Oregon.

Enclosed is a warranty deed form for your signatures before a notary public. After you have signed said form, please forward same to Mr. and Mrs. Haldeman, so they may sign the deed before a notary public.

It is understood that Grantor's may use the well until the property being conveyed is needed for the construction of the relocated Umpqua Highway.

Under the terms of the option, the real property taxes for 1971-72 shall be prorated over the date of possession or transfer of title, whichever is earlier. Therefore, upon receipt of your deed, we will ask the County to make a segregation as to value. If said taxes are paid we will reimburse you for the State's share. If the taxes are not paid we will withhold from the consideration your prorated share and will pay both your share and the State's share of the taxes on the land conveyed to the State as soon as possible.

The State is to have possession of the subject property on January 21, 1972, or thirty days after tender of final payment for the realty, not including the possession deposit, whichever is later. Under Exhibit B of the option, $3,000.00 will be withheld as a deposit guaranteeing the condition and delivery of the subject property to the State. Said deposit will be released when possession is received.

In order to explain why certain clauses that appear in the option are not mentioned in the deed, we are enclosing our Memorandum Re Special Clauses in Conveyances.

When all required documents have been received and acknowledged, we will order title insurance and place your claim in line for payment.

Very truly yours,
D. H. MOEHRING
Right of Way Engineer

By

Earl F. Saling
Right of Way Office Manager

ON:gv
Enclosures (3)
Certified cc: Mr. & Mrs. Haldeman
cc: C. T. Keasey (w/2 cc. option)
L. W. Riley
W. H. Haskin

Yellow

OREGON STATE
HIGHWAY DIVISION
REGION 3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

November 23, 1971

Mr. Robert Haworth
Acmer Corporation
P. O. Box 5587
Eugene, Oregon 97405

File No: 43360-Cox & Haldeman
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Haworth:

For the information of your client, Mr. Wesley J. Olson, the purchaser of the Cold Spring Store, the State is to take possession of the new right of way including the store building either January 21, 1972 or 30 days after tender of final payment, whichever is later.

When the property agent takes possession for the State, the rent of $250/month will be paid each month in advance under a standard rental agreement. This agreement also includes a clean-up and utility payment guarantee deposit which will be returned on satisfactory completion and vacation of the store building.

During the rental period, Mr. Olson will have the use of the present driveways as indicated on the enclosed sketch map and also the State will allow the use of the well until needed by construction. The new owner will be required to maintain the pump and well in working order at no cost to the State. At the time of construction, the State will also construct a road approach at Station 97+00 on easterly side of the new highway, 35' wide at the new R/W line with top surface 26' wide for unrestricted use of the new store. We do not have a programmed construction date.

Should there be any questions, please contact this office. My telephone number is 672-6541, Ext. 226.

Very truly yours,

Atley Chapman
Right of Way Agent for
Property Management

AC:slw
Enclosure

cc: D. H. Moehring
W. Haskin

Form E-384

OREGON STATE HIGHWAY COMMISSION File No. 43360

Grantor **Tom W. & Mary E. Cox** Mail Address Rt. 1, Drain, Ore.

Roy E. & Velma A. Haldeman Mail Address " " "

Section **Drain - Anlauf** Highway **Umpqua**

County **Douglas** Purpose **R/W** Agent Stan William

REAL ESTATE OPTION

1. IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

See Exhibit A attached, bearing date of **3-4-71** and covering **1** parcel containing area of **1.17 acres**

The State Highway Commission shall have the irrevocable right, at any time within six (6) months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, **INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Thirty-six thousand four hundred eighty & 00 DOLLARS ($ 36,480.00) ~~(including $ for constructing fence and $ for removing or replacing improvements~~ and including the provisions and items on attached Exhibit "B".) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) ~~In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.~~

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertant entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than Jan 21, 1972 or 30 days after ~~notice of acceptance by the Highway Commission~~ tender of final payment, whichever is later.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, all road approaches which are set forth as a State obligation in Section 9D.

In addition to the above purchase price, the State is to do the following things:

Pro-rate current years taxes as of date of possession or transfer of title.

public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

See Exhibit A attached, bearing date of 9-4-71 and covering 1 parcel containing area of 1.17 acres

The State Highway Commission shall have the irrevocable right, at any time within six (6) months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, **INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Thirty six thousand four hundred eighty & 00 DOLLARS ($36,480.00) ~~(including $ for constructing fence and $ for removing or replacing improvements~~ and including the provisions and items on attached Exhibit "B".) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) ~~In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.~~

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertant entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than Jan 21, 1972 & 30 days after ~~notice of acceptance by the Highway Commission~~ tender of final payment, whichever is later.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, all road approaches which are set forth as a State obligation in Section 9D.

In addition to the above purchase price, the State is to do the following things:

Pro-rate current year taxes one date of possession or transfer of title, whichever is earlier.

Construct the following road approach:

97+00 Easterly 35' 26' Unrestricted State.

State will allow grantor use of the well until needed for construction.

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) ~~As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:~~

~~(1) In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:~~

~~Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.~~

~~(2) Grantor is privileged to construct at a future date, under terms of a Standard Road Approach Permit, certain road approaches set forth as grantor's obligation in Section 9D.~~

---

9. (Access) A. It is understood and agreed that any instrument or conveyance which may be required to complete the purchase shall contain provisions substantially as follows, to-wit:

B. As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the highway herein described and all of the grantors' remaining real property.

C. (Crossing for Farm Purposes) ~~Reserving, for farm purposes only and for the service of the said remaining property of the Grantors, a right to establish, maintain and use a crossing of a width of .... feet at a point opposite Highway Engineer's Center Line Station ...., so long as any portion of the said remaining property on both sides of the highway and served by such crossing is held by a single ownership. The construction of a frontage road or roads shall not defeat this right of crossing.~~

D. (Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at each of the following places and for the following widths and purposes only:

Hwy. Engr's. Sta.	Side of Hwy.	Widths		Purpose	To Be Constd. By
		R/W of Approach	Top Surface		
97+00	Easterly	35'	26'	Unrestricted	State

E. (Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access or farm crossing for any purpose not stated for that particular place, or shall use said access or farm crossing in a width greater than above stated, or shall permit or suffer any person to do so, such right of access or farm crossing shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access or farm crossing for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access or farm crossing will be used only for the purpose hereinabove stated. The Grantee's rights to close such place of access or farm crossing shall be continuing as to each succeeding use for a purpose not herein stated.

F. (Present Frontage Road) ~~Grantee shall either construct a public frontage road or provide some other access road on the .... side...... of the highway, and the Grantors, their heirs (successors) and assigns, shall be entitled to reasonable access to the said road for any purpose, upon application filed with the State pursuant to applicable statutes and regulations. Said road shall be connected to the main highway or to other public ways only at such places as the Grantee may select.~~

G. (Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs (successors) and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from the State under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

H. It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantors, their heirs (successors) and assigns.

10. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change [illegible] All claims for damages, injury, or loss on account of failure to close this option are

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

(2) Grantor is privileged to construct at a future date, under terms of a Standard Road Approach Permit, certain road approaches set forth as grantor's obligation in Section 9D.

---

9. (Access) A. It is understood and agreed that any instrument or conveyance which may be required to complete the purchase shall contain provisions substantially as follows, to-wit:

B. As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the highway herein described and all of the grantors' remaining real property.

C. (Crossing for Farm Purposes) Reserving, for farm purposes only and for the service of the said remaining property of the Grantors, a right to establish, maintain and use a crossing of a width of .... feet at a point opposite Highway Engineer's Center Line Station ...., so long as any portion of the said remaining property on both sides of the highway and served by such crossing is held by a single ownership. The construction of a frontage road or roads shall not defeat this right of crossing.

D. (Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at each of the following places and for the following widths and purposes only:

Hwy. Engr's. Sta.	Side of Hwy.	Widths R/W of Approach	Widths Top Surface	Purpose	To Be Constd. By
97+00	Easterly	35'	26'	Unrestricted	State

E. (Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access or farm crossing for any purpose not stated for that particular place, or shall use said access or farm crossing in a width greater than above stated, or shall permit or suffer any person to do so, such right of access or farm crossing shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access or farm crossing for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access or farm crossing will be used only for the purpose hereinabove stated. The Grantee's rights to close such place of access or farm crossing shall be continuing as to each succeeding use for a purpose not herein stated.

F. (Present Frontage Road) Grantee shall either construct a public frontage road or provide some other access road on the .... side...... of the highway, and the Grantors, their heirs (successors) and assigns, shall be entitled to reasonable access to the said road for any purpose, upon application filed with the State pursuant to applicable statutes and regulations. Said road shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

G. (Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs (successors) and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from the State under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as the Grantee may select.

H. It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantors, their heirs (successors) and assigns.

---

10. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this 26th day of Oct, 1971.

Witnesses:

Roy Hildeman [SEAL]
Tom W. Cox [SEAL]
Velma A. Hildeman [SEAL]
Mary E. Cox [SEAL]

State Printing 31456

RSB LRW 59 10-221-71

FILE 43360 COX-HALDEMAN DRAIN ANLAUF

INSPECTED ICOLD SPRIN G STORE 10-21-71 IT IS CONSIDERED THAT THE OWNERS ARE ELIGIBLE FOR AN IN LIEU PAYMENT - IF AND WHEN THE PROPERTY IS ACQUIRED

ED DAUGHITY

NN

4.

Roseburg, Oregon
September 28, 1971

File No. 43360-Cox-Haldeman
Drain-Anlauf Section
Umpqua Highway
Douglas County

Mr. J. J. Smith
Relocation Supervisor
State Highway Building
Salem, Oregon

These owners are requesting confirmation on the Displaced Business Payment. Before signing the option, they want some assurance or confirmation they will receive the $10,000.00.

Enclosed is the Displaced Business Payment Application and copies of the Income Tax Returns. Based on this could you give confirmation on the above figure.

Stan Williams
Right of Way Agent

Enclosure

SW:cm

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. 43360

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Cox - Haldeman

☒ Acquisition ☐ Relocation ☐ Other________ Section Drain-Anlauf

Name Tom Cox & Roy Haldeman Address Cold Springs Store, Rt. 1, Drain, Oregon

Area of Taking 1.17 ac. Amount Approved $37,150 inc. signs

☐ Dwelling ☐ Farm ☒ Bus. ☐ Nonprofit ☐ Unimproved

Documents Delivered:	Date
Brochures, A & R	9/8/71
Letter, O-Benefit	"
Option	"
R Claim Forms	"

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$36,480	None	None	9/8/71	9/8/71
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion	
9/8/71	Mr. Haldeman Mr. Cox Stan Williams	The offer of $36,480 was made today and the relocation procedures were discussed. They think the offer is quite low and Mr. Haldeman said the amount should be about $60,000 to $65,000. They claim the property was almost sold for $100,000 but the proposed right of way stopped this sale. They will think the matter over and I will contact again in a week.
9/15/71	Mr. Haldeman Stan Williams	Mr. Haldeman says the walk-in box is transportable and not part of the building so it is not a fixture, but personal property. He thinks the amount for the building and land is allright but doesn't think the damage amount is enough. He said he wanted to talk to Leonard Riley about this matter and would be doing this shortly. Mr. Haldeman said the sign on their property advertising Drain was old and had been abandoned by the local Chamber of Commerce.
9/23/71	Mr. Haldeman Mr. L.W. Riley Stan Williams	Mr. Haldeman came to the office to discuss the offer with Leonard Riley. He had several questions and wanted to know if the amount of the offer could be changed. He was advised we had two appraisals on the property and the offer was based on these appraisals and was not subject to change. Again, Mr. Haldeman questioned the damage amount as he thinks it is quite low. He is considering renting the store back from the State so wants to know what the rental figure would be.
9/27/71	Phone call	Mr. Haldeman called to say they were already submitting the Displaced Business Payment Application and they want to receive confirmation on the $10,000. Before the option is signed they want to be sure they will receive this amount.
10/22/71	Mr. and Mrs. Haldeman, Mr. & Mrs. Cox Stan Williams	It was pointed out today they were eligible for the Business In Lieu payment. This satisfied them and the option was signed today. They have decided to not rent the store from the State.

By Stan Williams

Use reverse side (tumblehead) Right of Way Agent

Stan Williams

E-708 7-19-71

Listed below are the reasons we feel that our store could not be relocated without a substantial loss of gross dollar volume of business.

1 There is no other property available in this immediate area that could handle a business of this type and volume.

2 There has been a store in this exact location for over 50 years and relocation would certainly result in a considerable reduction in dollar volume of business. In moving any distance from our present location we could not keep many of our regular customers we have had for many years.

3 It is impossible to move this building to the remaining proprty because of the structure of the building and the several additionsto the original building. Also the remaining property is not large enough to accommodate a septic tank drain field and not large enough for future espansion and parking facilities.

REQUEST PAYMENT IN LIEU OF MOVING EXP E
FOR BUSINESS OR FARM OPERATION

Date of Claim Oct 1, 1971
File No. 43360
Claimant's Name Cox- Haldeman
Section Drain-Anluf
Highway Umpqua

Business Name COLD SPRING STORE

Business Address DRAIN, OREGON 97 435

Kind of Business GROCERY & GENERAL MERCHANDISE

Date Premises First Occupied 1940
Has Operation Been Continuous Since this Date YES
If not, Please Explain Reason for Interruption

If Business not Continuous, Length of Time in Operation Since Last Stoppage

Do you Conduct a Similar Operation at Another Location? NO Where
Do you Operate as Owner, Consignee or Under a Franchise? OWNER

Do you Report Income Tax Returns on a Calender or Fiscal Year Basis? CALENDER YEAR
Do you Agree to Submit Certified Copies of your Federal Income Tax Returns, including Schedule "C" for the Two Taxable Years immediately preceding the Taxable Year in which Displacement Occurs as the Basis for your Claim if you are Declared Eligible for this Benefit? YES

Do you Understand that if you are Declared Eligible for the "In Lieu" Benefit, you must Vacate the Property at your own Expense and you will not be eligible for Allowed Expense of a Search for a Replacement Site or Allowable Payments for any Direct Loss of Personal Property as a Result of Relocation? YES

Please Set Forth below the Reasons Why your Business cannot be Relocated without a Substantial Loss in Average Gross Dollar Volume of Business as Compared with the Average Gross Dollar Volume during the Two Taxable Years Preceding Dislocation. For Farm Operations, Please set Forth the Reasons Why the Operation will be Forced to Discontinue or the Entire Operation Moved to a New Location. Attach Additional Sheets, if necessary.

Please see attached sheet

Under penalty of perjury, I declare that I have examined this claim, including accompanying schedules, and statements, and to the best of my knowledge and belief it is true, correct and complete.

Roy Haldeman
Signed Tom W Cox

E-603
Rev. 6-15-71

Original __X__ Revision _____

OREGON STATE HIGHWAY DIVISION
Appraisal Review

Date of Description 5-4-71
Area: 1.17 acre

File No: 43360
Name : Cox-Haldeman
Section: Drain-Anlauf
Highway: Umpqua
County : Douglas
Fed. Proj. No: None

Access for Remainder: Adequate to remainders

As of this date, the current appraisals on this file are as follows:

Appraiser	Date Written	Date of Valuation	Original or Rev.	Value Entirety	Value Remainder	Value Taking
Vandagrift	7-27-71	4-13-71	Orig.	42,000	8,000	34,000
Vandagrift	8-13-71	4-13-71	Rev.	42,500	8,000	34,500
Rodman	6-23-71	6-23-71	Orig.	39,800	7,500	32,300
Rodman	8-25-71	6-23-71	Rev.	44,650	7,500	37,150

I have no direct or indirect, present or contemplated future personal interest in this subject property, nor will I in any manner benefit from the acquisition of said property. My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent: Viewed subject and sales

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is -------------------------$ 37,150.

ALLOCATED AS FOLLOWS:	Land	$	3,925
	Improvements	$	24,830
	Damages	$	1,310
	Signs	$	684
	Equipment	$	6,398
		$	
	TOTAL	$	37,147

ROUNDED $37,150

36,480
684
37,164

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

Harstick	3-24-71	3-24-71	Signs only (3)	$ 684
C & K Petroleum Company			Equipment only	6,398

There is no significant difference between these two appraisals. Each appraiser has submitted a properly documented report. The values reported represent the normal expected range of the real estate market. This review is intended to follow the higher value indication, that of Mr. Rodman, and is:

$37,150

NOTED
R. F. SMART

==================

It is understood that this determination of just compensation is to be used in conjunction with a Federal-aid or State Highway project. To the best of my knowledge [illegible]

7,500 37,150

I have no direct or indirect, present or contemplated future personal interest in this subject property, nor will I in any manner benefit from the acquisition of said property. My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent: Viewed subject and sales

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is ----------------------------$ 37,150.

ALLOCATED AS FOLLOWS:

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Improvements	$	24,830
Damages	$	1,310
Signs	$	684
Equipment	$	6,398
	$	
TOTAL	$	37,147

ROUNDED $37,150

36,480
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The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

Harstick	3-24-71	3-24-71	Signs only (3)	$ 684
C & K Petroleum Company			Equipment only	6,398

There is no significant difference between these two appraisals. Each appraiser has submitted a properly documented report. The values reported represent the normal expected range of the real estate market. This review is intended to follow the higher value indication, that of Mr. Rodman, and is:

$37,150

NOTED
R. F. SMART

It is understood that this determination of just compensation is to be used in conjunction with a Federal-aid or State Highway project. To the best of my knowledge items compensable under State Law but not eligible for Federal reimbursement, if any, have been set forth separately above.

Neil Flanagan
REVIEWING APPRAISER

DATE OF REVIEW 9-1-71

DISTRIBUTED
SEP 7 1971
APPRAISAL SECTION

Form No. E-753
Rev. 12-11-69 d

REGION #3 P. O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

June 9, 1971

Mr. Cap C. Vandagrift
30 N. Oakdale Ave.
Medford, Oregon 97501

File No. 43360-Cox
Haldeman
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Vandagrift:

Since Dick is not in the office this morning, I will answer your letter of June 8, 1971.

It appears that Dick did indicate that access to the remainder would be at Station 97+00 only. There is no reason, however not to assume that access will be reconstructed also at Station 90+70 in order to provide access to the parcel beyond the railroad tracks. Please proceed on this basis.

Very truly yours,

L. W. Riley
Right of Way Supervisor

LWR:dw

RECEIVED
JUN 9 1971
ROSEBURG R/W

Cap C. Vandagrift, M.A.I. S.R.E.A.
REAL ESTATE APPRAISER AND CONSULTANT

30 No. Oakdale Ave.
Medford, Oregon 97501
Telephone 779-1666 (Code 503)

June 8, 1971

Mr. Richard Wilson
District Appraiser
Oregon State Highway Department
Roseburg, Oregon 97470

File No.: 43360
Name: Cox-Haldeman
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Wilson:

In regard to the above captioned file, it appears that access is provided to the remainder at Station 97+00. In the Before the owners had access to their property lying easterly of the railroad track only at Station 90+70. It would appear that they would have to have access at this station to have access to the remainder easterly of the railroad track.

Please advise if access is to be provided at Station 90+70, or will they be denied access to the remainder easterly of the railroad track?

Physically the only practical access to the remainder east of the railroad track would be at approximate Station 90+70.

Very truly yours,

Cap C Vandagrift

Cap C. Vandagrift, M.A.I., S.R.E.A.

CCV:mb

APPRAISAL REPORT

OREGON STATE HIGHWAY DIVISION

LOCATION OF PROPERTY Approximately one mile northeasterly of Drain, Oregon
LEGAL OWNER'S ADDRESS Cold Springs Store, Drain
Oregon PHONE NO. 836-2454
CONTRACT BUYER
ADDRESS
PHONE NO.

FILE NO.: 43360
NAME: Cox-Haldeman
SECTION: Drain-Anlauf
HIGHWAY: Umpqua
COUNTY: Douglas
ENG. STA.: 97
DESCRIPTION DATED: 5-4-71
FED. PROJ. NO.: None

1. TENANT
RENT $ LEASE: YES [ ] NO [ ] IF RECORDED, TITLE BOOK PAGE
IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING [X] ENTIRE TAKING [ ] AREA OF ENTIRE PROPERTY 6.39 acres
AREA IN FEE SIMPLE TAKING 1.17 acres
AREA IN PERMANENT EASEMENT(S)
AREA IN TEMPORARY EASEMENT(S)

3. ACCESS BEFORE TAKING:

Developed at Station 90+70 and 96+70 to 99+20

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS: Station 97+00 and assumed at Station 90+70 to serve area easterly of railroad.

LANDLOCKED [ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED [X]

5. URBAN [ ] RURAL [X] PRESENT USE Grocery,gas pumps,residential LEGAL ZONE CODE None
USE PERMITTED AS ZONED Unrestricted

6. HIGHEST AND BEST USE: ENTIRE PROPERTY Commercial and residential
REMAINDER PROPERTY Commercial and residential

7. PUBLIC SEWER [ ] SEPTIC TANK [X] OTHER SEWAGE DISPOSAL FACILITY
PUBLIC WATER SUPPLY [ ] WELL [X] OTHER WATER SUPPLY Spring
CURBS [ ] PUBLIC SIDEWALKS [ ] PAVED STREET 24 FT. WIDE. GRAVEL STREET FT. WIDE

8. SUMMARY OF VALUATION:
ENTIRE PROPERTY $ 42,000 REMAINDER PROPERTY $ 8,000

TAKING:

LAND	$ 1,755
IMPROVEMENTS	31,345
DAMAGES	900
SPECIAL BENEFITS	
JUST COMPENSATION	$ 34,000

VALUATION REPORTS BY OTHERS:

FIXTURES	$ 6,036
EQUIPMENT	$
MACHINERY	$
TIMBER	$
NURSERY STOCK	$
ADVERTISING SIGNS	$ 680
COST STUDIES	$
OTHER	$

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES [X] NO [ ] CHECKED AT TITLE CO. [ ]
I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. VALUATIONS MADE BY OTHERS AS SHOWN IN LINE 8 ARE INCLUDED AS A PART OF THE TOTAL DATA CONSIDERED IN ARRIVING AT MY FINAL CONCLUSIONS OF VALUES. Yes.

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:

Access to be provided at Station 90+70, easterly side, to serve remainder easterly of railroad as per Mr. Riley's letter dated June 9, 1971.

REC[illegible]
[illegible]G 2[illegible] 1971

FED. PROJ. NO.: None

1. TENANT
RENT $ LEASE: YES [ ] NO [ ] IF RECORDED, TITLE BOOK PAGE
IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING [X] ENTIRE TAKING [ ] AREA OF ENTIRE PROPERTY 6.39 acres
AREA IN FEE SIMPLE TAKING 1.17 acres
AREA IN PERMANENT EASEMENT(S)
AREA IN TEMPORARY EASEMENT(S)

3. ACCESS BEFORE TAKING:

Developed at Station 90+70 and 96+70 to 99+20

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS: Station 97+00 and assumed at Station 90+70 to serve area easterly of railroad.

LANDLOCKED [ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED [X]

5. URBAN [ ] RURAL [X] PRESENT USE Grocery, gas pumps, residential LEGAL ZONE CODE None
USE PERMITTED AS ZONED Unrestricted

6. HIGHEST AND BEST USE: ENTIRE PROPERTY Commercial and residential
REMAINDER PROPERTY Commercial and residential

7. PUBLIC SEWER [ ] SEPTIC TANK [X] OTHER SEWAGE DISPOSAL FACILITY
PUBLIC WATER SUPPLY [ ] WELL [X] OTHER WATER SUPPLY Spring
CURBS [ ] PUBLIC SIDEWALKS [ ] PAVED STREET 24 FT. WIDE. GRAVEL STREET FT. WIDE

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TAKING:

LAND	$ 1,755
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DAMAGES	900
SPECIAL BENEFITS	
JUST COMPENSATION	$ 34,000

VALUATION REPORTS BY OTHERS:

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EQUIPMENT	$
MACHINERY	$
TIMBER	$
NURSERY STOCK	$
ADVERTISING SIGNS	$ 680
COST STUDIES	$
OTHER	$

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES [X] NO [ ] CHECKED AT TITLE CO. [ ]
I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. VALUATIONS MADE BY OTHERS AS SHOWN IN LINE 8 ARE INCLUDED AS A PART OF THE TOTAL DATA CONSIDERED IN ARRIVING AT MY FINAL CONCLUSIONS OF VALUES. Yes.

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:

Access to be provided at Station 90+70, easterly side, to serve remainder easterly of railroad as per Mr. Riley's letter dated June 9, 1971.

RECEIVED
AUG 2 1971
APPRAISAL SECTION

SUBJECT PROPERTY HAS SOLD WITHIN THE LAST 5 YEARS. YES [ ] NO [X]. IF YES, SEE DETAILS REGARDING SALE ON COMPARABLE SALE SHEET NO. ____ WHICH INCLUDES AN EXPLANATION OF WHETHER SALE IS INDICATIVE OF TODAY'S MARKET VALUE.

APPRAISER Cap C Vandagrift
Cap C. Vandagrift, M.A.I., S.R.E.A

Form E-718
8-5-69 a

Stan

REVISED APPRAISAL REPORT FORM

AREA OF TAKING 1.17 Acre

DATE OF DESCRIPTION 1-22-71

FILE NO.: 43360
NAME : Cox-Haldeman
SECTION : Drain-Anlauf
HIGHWAY : Umpqua
COUNTY : Douglas
FED. PROJECT NO.: None

1. REASON FOR REVISION:

Addition of items, or installation costs, interpreted by Legal Dept. as compensable.

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

Same as in original report.

Previous loss described as follows:

Land: 1.17 A x $2,500.00/acre =		$2,925.00
Buildings:		
Store, Station, Garage, Shop:	$22,560.00	
Valuations by Others:		
Gas Tanks, Pump:	$1,548.00	
Signs:	684.00	
Total		$27,062.00
Damage to land and landscaping		2,310.00
Total Previous Loss (rounded):		$32,300.00 297
Additional Items:		
I - Fixtures - 4 Items:	$ 3,040.00	
II - Depreciated Installation Costs on 24 Items:	1,809.00	
Total additional		$ 4,849.00
Revised Total Loss:		$37,149.00
	(rounded)	$37,150.00

Addition of items, or installation costs, interpreted by Legal Dept. as compensable.

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

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Buildings:		
Store, Station, Garage, Shop:	**$22,560.00**	
Valuations by Others:		
Gas Tanks, Pump:	**$1,548.00**	
Signs:	**684.00**	
Total		**$27,062.00**
Damage to land and landscaping		**2,310.00**
Total Previous Loss (rounded):		**$32,300.00** 297
Additional Items:		
I - Fixtures - 4 Items:	**$ 3,040.00**	
II - Depreciated Installation Costs on 24 Items:	**1,809.00**	
Total additional		**$ 4,849.00**
Revised Total Loss:		**$37,149.00**
(rounded)		**$37,150.00**

VALUE OF ENTIRE PROPERTY	$44,650.00	DATE OF VALUATION	6/23/71
VALUE OF REMAINDER PROPERTY	$ 7,500.00	APPRAISER'S SIGNATURE	James A. Rodmar
JUST COMPENSATION	$37,150.00	DATE OF WRITING REVISION	8/25/71.

FORM NO. E - 739 REV. 8-25-69 D

(APPRAISAL REVISION)

St. (hold for revision)

REVISED APPRAISAL REPORT FORM

Area of Taking 1.17 acres

Date of Description 5-4-71

File No.: 43360
Name : Cox-Haldeman
Section : Drain-Anlauf
Highway : Umpqua
County : Douglas
Fed. Project No.: None

1. Reason for revision:

Appraiser's error on equipment appraisal, should be changed from $6,036 to $6,398.

2. Added or modified assumptions:

3. Redescribe remainder property to show effect of revision including re-evaluation of remainder property. When applicable, redescribe the entire property:

PROJECT NO.: None

1. REASON FOR REVISION:

Appraiser's error on equipment appraisal, should be changed from $6,036 to $6,398.

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

VALUE OF ENTIRE PROPERTY	$ 42,500
VALUE OF REMAINDER PROPERTY	$ 8,000
JUST COMPENSATION	$ 34,500

DATE OF VALUATION April 13, 1971

APPRAISER'S SIGNATURE

DATE OF WRITING REVISION 8-13-71

FORM NO. E - 739
REV. 9-25-69 D

File

Dick - [illegible] info. - return to file
JR

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 30, 1971

SUBJECT: Drain-Anlauf Section
Umpqua Highway
Douglas County

To: Floyd O. Scott
R/W Description Engr.
SALEM

Enclosed is a copy of a Bargain and Sale Deed which shows the property line separating File No. 42086, T. Cox and File No. 43360, R. Haldeman and T. M. Cox to be in error as shown on Map 9B-2-27.

Mr. Haldeman, who brought this to my attention, contends that the access to the Cold Springs Store opposite Station 97 was reserved by the partnership of Haldeman and Cox when the parcel described in Book 351, Pg. 333 was deeded to Cox. The deed description does bear this out.

MGH

MARTIN G. HAVIG
Engineer - Designer

MGH/cw
Enc.
cc L. W. Riley

SP*52470-734

REGION 3 P.O. Box 1128, Roseburg, Oregon 97470 PH: 672-6541 Ext. 226

March 17, 1971

Mr. Tom B. Fredrick
183 Stratford Ave.
Ventura, California 93003

File No. 43360
Section: Drain-Anlauf
Highway: Umpqua
County: Douglas

Dear Mr. Fredrick:

In reply to your letter of March 13, 1971, I wish to advise that I was first contacted by Mr. Haldeman in November of 1970 inquiring as to the proposed construction of this section of highway, and in particular whether plans included the purchase of the store. Mr. Haldeman informed me at that time if plans for the new route included the store he was interested in selling to the Highway Department.

I investigated and it was determined that it would be necessary to acquire the store building. I will enclose for your information a print of our Right of Way map upon which I have indicated in colored crayon the area consisting of 1.12 acres which it appears we will have to acquire. This, as you will note, includes the store building.

After relaying this information to Mr. Haldeman, I received a note from him in March requesting that we, "make an appraisal and negotiate for the purchase of our business and the property for the proposed new right of way." We are now in the process of obtaining appraisals of the property. As soon as these are obtained we will attempt to negotiate for the necessary right of way.

There are no present plans for the construction of this section of highway. You will note from the sketch map that the remainder property consists of 5.22 acres more or less. However, a considerable portion of this lies beyond the railroad right of way.

If we can be of any further assistance to you, let us know.

Very truly yours,

L.W. Riley
Right of Way Supervisor

LWR:dw

Enclosure

Tom B. Fredrick
183 Stratford Ave.
Ventura, Calif. 93003
March 13, 1971

Dear Mr. Riley,

We are interested in buying the Cold Springs Market in Drain, and understand the last proposal for the widening of Highway 99E takes a large part of the property, including the store building. We would like to know if this last proposal is definite, how long it will be before consturction begins, and if definite plans have been made as to the disposition of the business. Also, has an appraisal been made by the state, as this would have some bearing on the purchase price of the property.

We would also appreciate a copy of the proposal map, so that we would have an idea of the amount of property that would remain, if any, after the completion of the highway, so that we will know whether we can rebuild on the same site, or will have to purchase other property.

Our Thanks for any information you can give us concerning this property.

Sincerely,

Tom B Fredrick
Tom B. Fredrick

RECEIVED

ROSEBURG R/W

Drain, Oregon
March 2, 1971

L. W. Riley
Right of Way Supervisor
State Highway Department
Roseburg, Oregon

Dear Sir:

We hereby request that you make an appraisal and negotiate the purchase of our business and property for the proposed new Drain-Anlauf highway right of way.

File No.43360-Haldeman-Cox

Thank You

[illegible]

Cox

~~[illegible]~~ copy & file

FORM E-30

RECEIVED
'71
ROSEBURG R/W

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 5, 1971

To: Mr. L. W. Riley
District R/W Supervisor

ROSEBURG

SUBJECT: File 43360 - Haldeman-Cox
Drain-Anlauf Section
Umpqua Highway
Douglas County

The letter from Mr. Haldeman and Mr. Cox dated March 2, 1971 is sufficient for a hardship request.

Please appraise, negotiate and complete relocation if required.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ph

cc M. R. Mitchell
M. Kanz

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
January 14, 1971
Salem, Oregon

RECEIVED
JAN 18 1971
ROSEBURG R/W

To: D. H. Moehring
Right of way Engineer

BUILDING

Attention: K. A. Chatwood

SUBJECT: Drain-Anlauf Section
Umpqua Highway
Douglas County
File 43360

Alternate costs for alignment through the subject and adjacent files indicate an additional cost of $3,700 for an alignment which would take the store. The located alignment which would leave the store has disadvantages as far as the road user is concerned such as the congestion due to the business which presents an accident potential. It would also require displacement of two familys.

It is our recommendation that we take the store and, if agreeable with the owner, the remainder of the lands between the taking and the railroad since our construction appears some years in the future and considerations may change by that time.

Floyd Scott is making the revisions for descriptions which will be forwarded in the near future.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf
cc: F. B. Klaboe
L. L. Riley
F. O. Scott

#43360

RECEIVED
DEC - 1970
ROSEBURG R/W

Drain, Oregon
December 3, 1970

MrL. W. Riley
Right of way supervisor
Roseburg, Oregon

Dear Sir:

There is some misunderstanding about acquisition of right of way. It is not my desire to have you acquire my home at the present time as I have no plans pertaining to a move at the present time.

If the proposed right of way is to be changed to take the store location we are anxious to know for sure so we will be able to sell to the State or to a private party. As it is now we are unable to sell to private partys because of the uncertainty of the highway right of way.

I hope this will clear up our position on the matter.

Thank You

Roy Haldeman

Roy Haldeman
Drain, Oregon

REGION 3 P.O. Box 1128, Roseburg, Oregon 97470, PH:672-6541 Ext. 226

December 1, 1970

File No. 43360-Haldeman-Cox
Drain-Anlauf Section
Umpqua Highway
Douglas County

Mr. Roy E. Haldeman
Cold Spring Store
Drain, Oregon 97435

Dear Mr. Haldeman:

Your letter of November 30 has been received and I am proceeding at once to try and determine if there will be any change in this vicinity and will advise you as soon as I am informed.

It is my understanding if there is no change in the proposed acquisition,you would like to have us proceed with the purchase of the necessary right of way so that you will be able to sell your remaining property. And, assuming the store would have to be acquired,you desire us to proceed with the acquisition.

Very truly yours,

L. W. Riley
Right of Way Supervisor

LWR:mr

c.c. Mr. D. H. Moehring

43360

RECEIVED
1 - 1970
ROSEBURG R/W

Cold Spring Store
Drain, Oregon
Nov. 30, 1970
Rt 1, Drain

Mr. L. H. Riley
Right of Way Supervisor
State Highway Dept.
Roseburg, Oregon

Dear Mr. Riley:

After being is business in this loction for the past 30 years, and are now reaching retirement age, we have decided to sell our business.

However, due to the uncertainity of the route of the proposed new highway in our area we have not been able to complete any sales transactions.

We would like to know if you could give us any definite information at this time as to the plans of the Highway Dept. regarding the location of the new proposed new route of the highway in our store location.

If our store is included in the plans for the new route we would be interested in selling to the Highway Dept.. Any information that you might be able to give us at this time would be appreciated.

Sincerely,

Roy E. Haldeman, Ptr.

DATE: October 3, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Drain-Rock Creek Section, Contract No. 8364

A 7.07 percent overrun is expected on this project. It covers reconstruction of 2.06 miles of the Umpqua Highway easterly of Drain in Douglas County. The contractor is S. D. Spencer & Son. The project is in its second season and is three-fourths completed with 92 percent of the contract time elapsed.

The project includes five channel changes and considerable stage construction under traffic. The flagmen bid item is the largest single overrun and amounts to $64,000 (200 percent). It was also necessary to make a plan change on the channel changes to add filter blanket and riprap on the back slopes away from the highway at an added cost of $34,300 to stabilize the new slopes. Engineering is also overrunning due to intermittent work on the part of the contractor and the fact that the project is somewhat behind schedule, although completion yet this year is possible.

This is a State project. Your approval is requested for an increase of $145,971.20 to a new total authorization of $2,211,386.13. This item will be on the Consent Calendar for the October 18 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
Alfred Shirley, Jr.
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1977

FILE: CON 5 #8364

FROM: John A. Bond, Engineer
Contract Administration Section

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Drain-Rock Creek
Contract No. 8364
Request for Increase in Project Authorization

Herewith form E-372 showing an expected 7.07 percent overrun on this project. It covers reconstruction of 2.06 miles of the Umpqua Highway easterly of Drain in Douglas County. S. D. Spencer & Son is the contractor and the project is in its second season and is now three-fourths completed with 92 percent of the contract time elapsed.

The project includes five channel changes and a lot of stage construction under traffic. The flagmen bid item is the largest single overrun and amounts to $64,000 (200 percent). A plan change on the channel changes resulted in E.W.O. 8 in the amount of $34,300 to add filter blanket and riprap on the back slopes away from the highway. The project plans showed this type of construction on the roadway side only of four of the channel changes. Engineering is also overrunning due to intermittent work on the part of the contractor and the fact that the project is somewhat behind theoretical schedule, although the latest report shows an expected completion yet this year.

This was a State project. The additions to the contract are mostly just extensions of bid items, or by force account, so we are not involved with PCRB yet. A rough draft letter to the Transportation Commission is attached requesting an increase of $145,971.20 to a new total authorization of $2,211,386.13.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SAWYER RAPIDS RESORT

Rt. 1W Box 358 / Elkton, Oregon 97436

ROSEBURG REGION
RECEIVED
OCT - 5 1977

RME	RCE	RCE	TE
DES	RSR	FILE	
FAE	RBI		

Oct 1, 1977

State Highway Division
Salem, Oregon

Re: "Drainage ditch" to be dug, ruining the "cold-spring store's" business.

DEAR DESTROYERS:

FIRST YOU TURN A BEAUTIFUL COUNTRY ROAD INTO A WASHED OUT, ERODED, SILTED, DUSTY / MUDDY "WAR ZONE". NOT SATISFIED WITH THAT YOU NOW INTEND TO DESTROY A SMALL BUSINESS MUCH THE WAY YOU'VE DESTROYED THE TRANQUILITY OF OUR OWN HWY #38.

I REPEAT MY PREVIOUS MESSAGE WRITTEN SOME MONTHS AGO: MAY YOU ROT IN HELL YOU DIRTY BASTARDS!!

BOB WARREN

RECEIVED
HWY ENGR
OCT 3 '77
REFER TO [illegible]
FOR

Info	
Inves	
R/D	
D/R	✓
Sign	
Act	
File	

RECEIVED
STATE HWY ENGR
JUL 19 '76
REFER TO
Shirley
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

OSEBU [illegible]

SAWYER RAPIDS RESORT

Rt. 1W Box 358 / Elkton, Oregon 97436

STATE HIGHWAY DEPT
SALEM, OREGON

JULY 16, 1976

SIR:

THIS LETTER IS DIRECTED TO THE BAFFOON AND/OR BAFFOONS WHO ARE RESPONSIBLE FOR THE ROADWORK ON HWY # ~~38~~ 99 BETWEEN DRAIN AND I 5.

IT IS BEYOND MY COMPREHENSION HOW ANYONE COULD TAKE A. BEAUTIFUL LITTLE STRETCH OF RURAL HIGHWAY AND TURN IT INTO THE "WAR ZONE" APPEARANCE IT NOW HAS.

WHY IS IT THE STATE HIGHWAY DEPT SEEMS SO CONTENT TO DESTROY AND DESTROY AGAIN? MAY YOU ROT IN HELL YOU DIRTY BASTARD$.

SINCERELY
BOB WARREN

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

CON 5

Bob Warren
Rt. 1W Box 358
Elkton OR 97436

July 23, 1976

Dear Mr. Warren:

Your letter of July 16 addressed to the State Highway Division in Salem has been referred to this office for a reply.

I assume that you are talking about the project which is known as the Drain-Rock Creek Section on the Umpqua Highway. What you are seeing now, what you call a "war zone", is the result of the necessary clearing and grubbing of the vegetation which must be done prior to the grading on any highway project and, unfortunately, there is no practical way to do this without the area having the appearance of a "war zone".

The 1973 Legislature authorized the State of Oregon Transportation Commission to sell $150 million worth of bonds to fund the critically deficient areas throughout the state on the state highway system. The first $25 million of those bonds were sold. The state asked all of the 14 councils of government what the local people felt were the priorities in their area. The Umpqua Regional Council of Governments placed the Drain-Anlauf Section of the Umpqua Highway as the Number 1 priority. It is for this reason that we are making this badly needed improvement at this time.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

bc H. S. Coulter

ROSEBURG REGION
RECEIVED
JUL 28 1976

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RUE	[illegible]S	RS[illegible]	FILE	
ENV	FAE	RBI	✓	

H S Coulter 9

PMT

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

September 23, 1977

Warren T. Dela Vergne
P. O. Box 517
Drain, OR 97435

Re: Skip V. Davidson premises
1½ miles north of Drain

Dear Mr. Dela Vergne:

This will confirm our telephone discussion regarding the ditch section at the Cold Springs Store. The Highway Division is prepared to issue a permit to the owner to fill the ditch, contain drainage and erect posts between the road approaches.

The work will be at the expense of the property owner. Mr. Davidson should contact Mr. Jack McCormick to work out the permit.

Very truly yours,

Original Signed by James J. Gix

JAMES J. GIX
Regional Construction Engineer

jjg/dd

cc: H. S. Coulter ✓
Vern Shull
Jack McCormick

RECEIVED
STATE HWY ENGR
SEP 26 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-26-77
cy Sallie

RECEIVED STATE HWY ENGR
SEP 22 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WARREN T. DELA VERGNE
ATTORNEY AT LAW
P.O. BOX 517
CORNER B AND 2ND STS.
DRAIN, OREGON 97435
TELEPHONE (503) 836-2261

Please call Roseburg office soon as work is imminent.

RECEIVED
DOT OPERATIONS
SEP 20 '77
REFER TO Coulter
FOR
Info Inves R/D D/R Sign Act File

September 19, 1977

Mr. Robert Burco, Administrator
Oregon State Highway Department
State of Oregon
Salem, Oregon 97310

re: Skip V. Davidson Store premises 1 1/2 miles northerly of Drain, Douglas County, Oregon, on old Nwy. 99

Dear Mr. Burco:

Mr. Davidson operates the store formerly known as Cold Springs Store and still known as Cold Springs Store on curve about 1 1/2 miles northerly of Drain, Oregon. The contractor states that he is to dig a deep ditch between the two accesses(20' width on access on each end). Same would constitute a hazard to traffic. It would be better to place culvert in ditch between access openings, cover same, and simply place posts between access openings. I am sure that you will have numerous accidents if handled in any other manner.

Bob Anderson, Attorney in Roseburg, could not handle because of conflict and suggested that I write you and mail copy to Mr. Solis. Please check into and thanking you kindly,

Very truly yours,

Warren T. De La Vergne

WTD/cc cc Jack Solis, Assist Atty Gen

45

RECEIVED
9 1977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 6, 1977

FILE: → file

Vernon E. Shull

FROM: Vernon E. Shull
Resident Engineer

SUBJECT: Erosion Conditions
Drain - Rock Creek Sec.
Umpqua Highway
Contract No. 8364

send cc: Verstoeg
this to file

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg

Please refer to a letter written by Gordon Olcott to Pieter Dykman on April 19, 1977.

This letter was not sent to me and came to my attention only yesterday but as I am the Resident Engineer I feel it necessary to reply in order to correct the many derogatory remarks it contains.

Perhaps Mr. Olcott is not aware that this is a stage contruction project as what Mr. Olcott observed was partial Stage I Construction. Also it is obvious that Mr. Olcott is not aware of what constitutes good construction practices.

Stations 105 to 108

1. The fill is not completed. To riprap last fall would have wasted money and accomplished nothing. No erosion occured.
2. An old highway ditch. Will be under embankment material.
3. Will be under new embankmant. Settling ponds were utilized during winter. No erosion or siltation occured. Was approved by Fish & Wildlife Commission representative.

Stations 127 to 129

1. The rock formations are not horizontal. Small pop-outs occured due to steep slope of rock plus shallow soil. Will be corrected by normal construction methods.
2. Do not understand how corrective measures could be made from the rock outcrop (bench).
3. Completed slopes were seeded and mulched. Remainder will be after excavation is completed as part of Bid Item.

Stations 133 to 134

1. The inlet ditch channel was excavated to solid rock. Further erosion impossible.
2. Was part of old domestic water system shown on detail map. Will be destroyed.

Station 139+50

1. Embankment incomplete, will be both higher and wider. No

problem to traffic or erosion control during winter.

Stations 140 to 143

1. Left low intentionally as settling pond for any erosion from adjacent rills. Worked as well as anticipated with no siltation entering creek. Embankmants incomplete until Stage III construction.

Station 145

1. Culvert was not plugged. We constructed a special sump at inlet of old culvert and extended outlet. Worked very well to prevent siltation. New culvert elevation will be several feet higher, to be installed during Stage II and III construction.

Stations 143 to 150

1. Letters are on file I wrote to Contractor, in the meantime, the Contractor is providing maintenance at his own expense. This embankment is incomplete for both height and width. No erosion or siltation damage has occured.

Station 162

1. The phone call and letter were received. The boulders were not considered dangerous and did not move until during Stage II construction. No erosion this area.

Stations 171 to 178

1. No erosion occured. Settling ponds were constructed in case it would have. No Seeding & Mulching was done. Embankments incomplete both height and width.
2. Embankment not even commenced. Access for Bridge work only. All of this area was approved by Fish and Wildlife Commission people, for winter.
3. Same as No. 2.
4. Will all be covered by embankments.

Station 186 to 189

1. No work done other than bridge work. Channel and adjacent areas approved by Fish and Wildlife Commission people for winter. No erosion or siltation occured.
2. This is old Mumpower road fill and has been in place for many years. All of this area will be worked on during State II construction.
3. In a Stage II embankment area. No erosion or siltation occured during winter.

I suggest that persons unfamiliar with Construction work contact the Resident Engineer prior to inspecting Construction projects.

cc: C. T. Keasey
Gary A Potter

#364

45 DMP

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 7, 1977
Salem, OR 97310

FILE: Recommend that we send copies of this to Region 3 + Design with recommendation for immediate follow-up. Pete

FROM: Gordon Olcott, Geologist G.W.O.
Environmental Section

TO: Pieter Dykman
Research Coordinator

SUBJECT: Erosion Conditions on the Drain-Rock Creek Section of State Umpqua Highway No. 38 in Region 3. Vern Shull is the Resident Engineer.

send copies:
Hal Vansteeg ✓
J. X. Wilson.

Background

A field trip was made to the subject sites on 23 March 1977 to provide additional data to a reconnaissance made by Roger Powers on 11 January 1977 and reported in MEMO TO THE FILES dated 17 January 1977.

Erosion Conditions
Stations 105 to 108

Concerns large bare areas at Fitch Creek box culvert, just west of Smith River road:

1. Suggest straightening creek channel in both inflow and outflow areas of culvert to facilitate runout.
    a. Riprap both slopes of culvert inflow area.
    b. Present slope of banks will receive riprap well.
2. An unprotected drainage ditch west of the culvert and running east between the old and new highways is eroding its bottom and fall line to the creek. Both the ditch bottom and fall line should be armored with straw and rock as a filter and energy dissipater to prevent further erosion during construction.
3. The large areas of bare unprotected ground on both sides of Pitch Creek north of the new highway should be covered with straw (not hay) punched in by a sheepsfoot roller having short, small-diameter prongs to prevent further erosion during construction. The areas should be seeded and mulched as soon as construction work permits.

Stations 127 to 129

Concerns two relatively small slide areas on left or north cut slope of highway:

1. Inasmuch as the Tyee Formation siltstone and sandstone strata here are horizontal, I suggest excavating the slide material to bedrock and, if necessary, placing a rock inlay or a rock buttress.
2. Corrective measures should be made before the drilling crew lowers the accessible bench to highway level. The slide areas are much more accessible from the bench than from the highway.

3. Slope must be seeded and mulched to retard weathering of the siltstone.

Stations 133 to 134

Concerns unprotected run-off channel from bench on left or north side of highway. The flow was copious:

1. Suggest armoring channel bottom and fall line with straw and rock as a filter and energy dissipater to prevent further erosion during construction period.

2. A water pipe to a concrete inlet box is shown in the design plans.

Station 139 + 50

Concerns a small mud flow or "pop out" in embankment on right or south side of highway. Just west of private bridge:

1. Suggest removing the displaced material and filling the void with rock to prevent further erosion.

Stations 140 to 143

Concerns a low, wet area between the highway and the river that needs draining. Just east of private bridge:

1. Suggest ditching the area and laying tile to facilitate drainage. Backfill the ditch with rock.

Station 145

Concerns a clogged culvert line under the new highway. Water has ponded in the culvert inflow area north of the highway, indicating the runout is blocked. The culvert outlet south of the highway at the river issues very little water.

1. Design plans call for this 18-inch culvert to be replaced by a 36-inch culvert pipe. Has this work been omitted, or is it yet to be done?

Stations 143 to 150

Concerns embankment failure near and next to the pavement on the right or south side of the highway adjacent to the channel change:

1. Suggest recompacting the shoulder area, filling with rock, and repaving.

Station 162

Concerns three dangerously-lying boulders on left or north cut slope of highway:

1. One six-foot boulder is lodged against a small stump about half way up the slope, and directly below another large boulder lies on a smaller.
    a. I phoned Resident Engineer Vern Shull in Roseburg about the danger of a fatality and followed this with a letter to him recommending that the boulders be immediately removed. Letter was mailed 3/24/77.

Stations 171 to 178

Concerns large bare areas subject to erosion at new Sand Creek bridge:

1. A poor stand of grass grows on the N.W. and S.W. quadrant embankment approaches to the bridge. The areas should be reseeded and mulched.
2. A bare area in the N.W. quadrant having an access road to the river should be covered with straw punched in by a sheepsfoot roller to prevent further erosion during construction. Hay bales placed at the lower end of the road above the riprap would help filter out sediments.
3. The entire N.E. quadrant should be covered with straw punched in by a sheepsfoot roller to prevent further erosion during construction.
4. All bare areas should be seeded and mulched as soon as construction work permits.

Stations 186 to 189

Concerns erosion on large bare areas adjacent to new Rock Creek bridge just east of Mumpower Road:

1. The N.E. quadrant area has considerable fill erosion potential and should be covered with straw punched in by a sheepsfoot roller during construction period. Area should later be seeded and mulched when construction work permits.

2. The N.W. quadrant bank has longitudinal cracks paralleling the stream in the fill material that indicate slumping. The slope should be compacted and riprap toed-in from the stream-bottom upward.

3. A ditch draining the highway on the north side should have straw and rock placed in it and down its fall line to the creek as a filter and energy dissipater to prevent further erosion during construction. The flow will later be conducted by a culvert pipe.

4. Both the upstream and downstream channels of Rock Creek in the vicinity of the bridge should be cleaned of debris to facilitate runout.

GO:ss

Harney

Drain-Rock Creek
Water Quality Input

Problems observed: Numerous areas on project observed to be entirely unprotected by seed, mulch, inlay or whatever. A number of these areas were located directly above flowing streams.

Specific Problems:

1. Culvert at Rock Creek requires energy dissipator, banks need erosion control measures, in particular a hay mulch on the north banks.

   An abandoned ford immediately downstream of the Rock Creek crossing was not entirely dismantled, causing shallow flows over most of the width of the creek, with only a small section (<1 ft) having any depth for fish passage. This deep area should be extended to facilitate fish passage. Velocities were OK (~2 fps).

2. Rock inlay at the Sand Creek crossing site is extended up the banks to ground level; however, considerable erosion from a road above is causing sediments to enter the creek below the inlay, ~~with~~ and there is an easily seen turbidity plume in the creek. Hay bales need to be placed at the upper end of the inlay to filter out the eroding sediments. The area above that should be seeded and mulched to reduce sediment displacement.

3. At the several channel changes, banks were heavily riprapped. Since the riprap did not appear to be particularly thick (less than 1 foot deep), it may be feasible to punch through the rock and place individual willow saplings, or simply to distribute seed over the riprap areas with the idea that some will germinate on the banks and speed revegetation there.

4. At approx. Sta. 134-135 a gully has formed as a result of water flowing down the slope from a culvert which undercrosses the road above. Rog

mentioned this culvert in his previous (September 17, 1976) memo and this situation should be rectified with the aid of Hydraulics, as he suggested.

PH:ss
3-30-77

8364

45

Salem, Oregon
January 17, 1977

Tom Savage
Landscape Engineer

J. X. Wilson
Region 3 Construction Engineer

Drain-Rock Creek Section
Plant Material

The alternate planting plan we discussed is enclosed with an estimate of cost and specifications outline. Trees (3'-4' whips) are used instead of willow stakes.

TS:jh
cc: Alfred Shirley

Versteeg
I Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JAN 18 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8364

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 17, 1976

FILE: CON 5 #8364

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Drain-Rock Creek
Contract No. 8364

TO: Robert Church
Contract Payments

Please make a deduction adjustment on the next progress estimate for value related to the aggregate materials on hand that were removed by the contractor without authorization. The adjustment is for engineering costs incurred by State to inspect the aggregate as it was produced and which resident engineer has established a value of $3,438.95 plus an interest value for the 4 months from July to November, 1976 that the contractor enjoyed the use of $47,816 advanced on estimate No. 1. This interest value is determined to be 1 percent a month (the same the State is obligated to pay under 109.12) amounting to $1,912.64. This makes a total deduction of $5,351.59.

This was recommended by the Region office and has also been sanctioned by Jack Sollis.

JAB:fr

cc: E. S. Hunter
Alfred Shirley, Jr. - **Please advise the contractor of this.**

RECEIVED
STATE HWY ENGR
DEC 20 '76
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

8364 13

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 15, 1976

FILE: CON 5 #8364

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Drain-Rock Creek
Contract No. 8364

TO: Alfred Shirley, Jr.
Regional Engineer

NOTED
E. S. HUNTER

R O S E B U R G

Herewith copy of a letter to our Contract Payments Unit from Resident Engineer Shull concerning unauthorized removal of aggregate which had been paid for as "materials on hand". It isn't clear where the aggregate went, but if it was for use on something other than State contracts, this would be a serious matter. It cannot be overlooked even for other State work. We had advanced $47,816 for 17,200 tons of aggregate.

In a similar situation a couple years ago, we deducted from the contractor our estimated engineering costs for inspecting the rock involved. (Copy of a pertinent letter is attached for your information.)

On the subject project (a State project), we will not make a deduction pending advice and recommendation from you. I personally believe recovering an interest value would also be appropriate in the worst circumstances.

JAB:fr

Att.

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
NOV 15'76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 8, 1976

FILE:

Vernon E. Shull

FROM: Vernon E. Shull
Resident Engineer

TO: Mr. Bob Church
Contract Payments Engineer
Salem

SUBJECT: Material on Hand
Estimate No. 5
Drain-Rock Creek
Contract No. 8364

On this estimate please note Page 11, Item No. 7027, that the Materials on Hand has been cancelled and a deduction of the previously paid amount is shown.

After producing this material and requesting Payment for Materials-on-Hand the Contractor has removed a portion of the material and continues to do so.

In addition to deducting the money previously paid, I believe we should also charge interest for his use of the money.

17,200 T [illegible] $42,316

OREGON STATE
HIGHWAY DEPARTMENT
9000 S. E. Fuller Rd., Portland, Oregon 97266

August 6, 1974

RECEIVED
AUG 8 1974
CONSTRUCTION SECTION

S.E. Causey Ave.-Gladstone Intchge.
East Portland Freeway
Contract No. 7660

#7660

Gordon H. Ball, Inc.
P. O. Box 151
Oregon City, Oregon 97045

Attn: J. L. Farrell

During the past several weeks you have been selling asphaltic concrete made from stockpiled aggregates in which the State has a financial interest by way of payment as "material-on-hand". Since I have not been informed of your intentions as to the continued sale of these aggregates, I have remeasured the piles and determined that, at the present rate of 1000 tons± per day, the material in question will all have been sold long before next estimate date. Therefore, without your written guarantee that this material will not be removed from the premises, I have no alternative but to remove its payment from your forthcoming estimate.

If you elect to sell this material the State will expect to recover engineering costs incurred in the quality control.

Your reply must be in my hands by 8-14-74.

Very truly yours,

ORIGINAL SIGNED BY ROY T. HEINZ

Roy T. Heinz
Resident Engineer

cc: R. N. Bothman
C. T. Keasey

November 8, 1976

Mr. and Mrs. M. L. DeMeritt
Box 225
Drain, OR 97435

Dear Mr. and Mrs. DeMeritt:

I have received your letter expressing concern with channel change work on Pass Creek easterly of Drain and hope I can explain what we are doing to your satisfaction.

Since the valley traversed by Pass Creek contains highly erodible material, all slopes of the new channel have been covered with riprap material from a quarry in the Drain area. This is what we call Class 100 riprap, meaning that the largest fragments weigh approximately 100 pounds. Under this material is a filter blanket of finer material which is designed to keep the native silts from "bleeding out" through the riprap.

Our hydraulics people assure us that the slope treatment provided will adequately protect the existing slopes and not be dislodged by stream velocities that occur during flood stage.

If you have any specific questions or want to discuss this matter further, I suggest you contact Region Engineer Alfred Shirley, at P. O. Box 1128, Roseburg, Oregon, 97470, telephone number 672-6658.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Frank Terpin (enc.)
J. H. Versteeg "
Alfred Shirley "

JXW:cw/ESH:ja

Drain, Ore
Oct 12-1976

Oregon State Hiway Dept.
Salem, Oregon

Dear Sirs:

In apprehension we are writing to you about the hiway project north of Drain. We believe the contractor is Spencer Co. This is the widening of old hiway 99 along Pass Creek. The banks of Pass Creek are being lined with crushed rock. Is this to be covered with concrete? Or what is to protect all of us who live down stream from our bottom lands being covered with this rock when Pass Creek becomes a rageing river in flood stage.

We have already talked to a lawyer about the situation and we hope you better inform us about what you plan to do to protect our lands.

Sincerily.
Mr & Mrs M. L. De Meritt
Box 225
Drain, Ore 97435.

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO Keasey
FOR
Info Inves ✓R/D D/R Sign Act File

Routing
1 Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
OCT 14 1976
CONSTRUCTION SECTION

ESH

10-15-76
Bud Shirley - Pls. Invest. & R/D reply.

8364

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Salem, Oregon
October 12, 1976

Merlyn A Anderson
Merlyn Anderson
Landscape Designer

Vernon Shull
Resident Engineer

Drain-Rock Creek Section
Erosion Control

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

As discussed with you on the phone, the Design Section would like to test a chemical mulch binder "Crust-500" on a steep cut bank at approximately Station 130+00 on the Drain-Rock Creek project. John Bond, Construction Administration Engineer, has verbally approved using a State Forde Order to do the work.

Application of the chemical binder will be done by a state maintenance crew with their equipment and coordinated through Joe Hay of the Maintenance Section. Joe will contact you to establish a convenient time to do the work and discuss the area involved.

I will order the material today from---The Firewater Company, P. O. Box 170, Mercer Island, Washington, 98040--and have it shipped to you at the Oregon State Highway Division Maintenance Station, Lane Street, Drain, Oregon, 97435. Please arrange to have someone accept the material on arrival.

As discussed, this is an attempt to obtain adherence of mulch to a slope that appears too steep and polished for the normal procedures to be successful. We will periodically review the test area to determine whether we accomplished our objectives. It would be helpful if you could arrange to have pictures taken of the treated and untreated areas and devise some method of marking the treated area for future reference.

Estimate of Cost

MATERIALS:		
"Crust-500" chemical mulch binder--55 gla. drum		= $254.00
+ Freight		= $ 25.00
MAN HOURS:		
2 Men--8 Hours	16x5.64	$ 90.24
EQUIPMENT:		
Mulch Spreader 1 Day		$ 14.00
Medium Truck		$ 46.00
TOTAL		$429.24

MA;az

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
October 5, 1976

Drain-Rock Creek Sec.
Umpqua Highway
Contract 8364

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Please refer to Otis Jordan's letter 8364-22. When it was determined that the back slopes of the channel changes would require special treatment, your Project Superintendent, Dick Gard, was advised that I would ask for specialized advice on a solution. Mr. Gard was also advised in advance of the subsequent meeting and did attend same.

After the decision was made to place a gravel blanket and Class 100 riprap on the backslopes, the front slopes were also discussed. The decision was made to place a lesser quantity of riprap and also a gravel blanket in selected areas only, on the front slopes.

Realizing this was a changed condition, and also taking into consideration the amount of gravel blanket material stockpiled, we agreed to proceed on an Extra Work Basis with the backslopes and stream crossings. The remaining work to be at Bid Prices, truck measure for riprap.

I fail to see where the remaining gravel blanket is a changed condition, other than quantities, and that was how the Price Agreement was written.

I believe the remaining riprap, without the gravel blanket, will be less expensive for you to place.

I will continue to conduct my Project business with the Project Superintendent and leave it to his discretion as to who he advised of changed conditions, meetings etc.

I am also more than willing to discuss all Project business with yourself or Mr. Jordan if you are at the Project or in my office.

I further suggest we arrange a meeting with yourself, Region and myself to resolve the issue once actual comparative costs can be obtained.

STATE HWY ENGR
OCT 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Sincerely yours,
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: ~~Mr.~~ Scott Coulter
Mr. C.T. Keasey
Mr. Alfred Shirley, Jr.
Mr. Otis Jordan

Form 81-734-3122

3341

September 21, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

Attached is a suggested reply for Governor Straub's consideration to William C. Wooley who was concerned about the lack of riprap placement on the Drain-Rock Creek Section. As you will note, the riprap will be placed on both sides of all channel changes on this project. I believe this will alleviate Mr. Wooley's concerns.

If you wish anything additional, please let me know.

Sincerely,

F. B. Klaboe
Chief of Operations

Attachment

bc: H. S. Coulter

srb

September 21, 1976

Mr. William C. Wooley
Route 1 Box 303
Drain, Oregon 97435

Dear Mr. Wooley:

I am happy to tell you that as a result of a recent meeting between our construction engineers, the Fish and Wildlife Commission, designers and environmmentalists, rip-rap will be placed on both sides of all channel changes on the Drain-Rock Creek Section. After the channel excavations were made and the people involved were able to assess the material in the cut slopes, it was determined that the additional treatment was necessary.

With respect to the bridge proposed to replace your log-stringer bridge, I have been given the following information:

1. The new bridge is to be reinforced concrete supported by steel piling. The cost of this replacement structure is approximatly $41,000, not including earthwork.

2. Your log-stringer bridge is located some 660 feet further from your house than the proposed structure at Station 140+00.

3. It was determined that the structure at Station 127+00 would an unsafe connection with the relocated Umpqua Highway as well as requiring more disruption of the surrounding terrain. Also, our hydraulic engineers felt a structure at this location causes some restriction to high water flow and contribute to potential flooding.

4. Finally, since negotiations with you were unfruitful, the change in bridge location from Station 127+00 to 140+00 has required condemnation proceedings which will result in the court determining any damages that might be reimbursable to you. I am confident there will be an equitable settlement.

I hope you will feel the state has acted and will continue to act in a fair and reasonable manner in response to your concerns.

J. H. Versteeg
Vern Shull

Sincerely,

Governor

RWS:ks

bc: Dept. of Transportation

8371

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 15, 1976

FILE: CON 5

ORIGINAL SIGNED BY J.X. WILSON

FROM: J. X. WILSON
Regional Const. Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Wooley Complaint
Drain-Rock Creek Section
Umpqua Highway
Douglas County
Contract No. 8364

Attached is a suggested rough draft reply to the letter received by the Governor from Mr. William C. Wooley. Also attached are photos of the subject channel change and old Wooley Bridge.

Negotiations with Mr. Wooley on the relocation of a replacement bridge to serve his property were carried on for quite some period of time by both our local Right of Way office and me with no reasonable agreement arrived at.

As indicated in the rough draft, the reason for placing the structure at 140+00 was to provide a safer connection with the Umpqua Highway and minimize back-up in Pass Creek. The final location is still considerably closer to his home than his old existing log stringer bridge.

Since we could not reach a new agreement with Mr. Wooley that even approached reason, we are currently under condemnation proceedings.

For what it's worth, the new structure cost approximately $41,000, not including earthwork. In our original negotiations with Mr. Wooley, we even paid him $2400.00 for his old bridge we are replacing.

If there is any further information you need, please let me know.

jxw/cw
Attach.

cc R. L. Schroeder ✓
C. T. Keasey
J. H. Versteeg
Vern Shull

[illegible]
R. L. SCHROEDER

RECEIVED
SEP 20 1976
Office of
Assistant State Highway Engineer

MARK O. HATFIELD
OREGON

475 COTTAGE, N.E.
SALEM, OREGON 97301

United States Senate
WASHINGTON, D.C. 20510

ROOM 106, PIONEER COURTHOUSE
PORTLAND, OREGON 97205

September 7, 1976

Mr. William C. Wooley
Route 1 Box 303
Drain, OR

Dear Mr. Wooley:

Thank you for your recent letter. I appreciate your bringing this matter to my attention and wish to assure you of my desire to be of all possible assistance.

However, as you are probably aware, it would be inappropriate for me, as a federal legislator, to intervene in matters which fall under the jurisdiction of the State of Oregon, as your problem does. Accordingly, I have taken the liberty of forwarding your letter to the address below, with the request it be given the proper attention.

If you feel I can be of help in any federal government problem, please do not hesitate to contact me. It would be my pleasure to hear from you again.

With best wishes.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:js
c Mr. Fred B. Klaboe, Administrator
and State Highway Engineer
140 State Highway Building
Salem, OR 97310

NOTED
R. L. [illegible]

RECEIVED
STATE HWY ENG
SEP 10 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
SEP 10 '76
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act ✓ File

Mark O. Hatfield Sen.
Salem Office -
Dear Sir -

Sept 3 - 1976
Drain Ore.
Rt 1 - Box 303

This is a complaint against the State Highway Department regarding the Drain - Rock Creek project.

Would you believe that they have cut a channel change on my property along Pass creek and say they are not going to rip-rap it with rock. They will plant willow whips later. The soil is sandy and already the bank has caved off in places without any water in the creek to speak of. What will it be in a flood when water is running 4 to 6 ft. deep over the bank?

I have contacted them and they say they are not concerned. Well, I am. They have taken enough of my property without the rest of it washing away.

Don't send me to see the resident engineer, J X Wilson, as he is the instigator of all of this. Who do you think could help me?

In Nov. 1971, I signed a contract with the Highway Department whereby they would relocate my bridge at Station 127 which is right near the front of my house. The object of my settling with them at that early date was to get the bridge at that location. They willingly agreed to put it there.

Now that J.X. Wilson has taken over this project, he is having the bridge put at Station 140, which is quite a way up stream and leaves me with a lot of road to keep up. I have an attorney working on that part of the case now.

What has happened to our government that they don't honor the contracts they make? They rip up a man's property, take all the trees out of the creek bank and then fail to provide him with protection on what he has left.

If I don't get some - action on this I'm taking it up with the Fish and Game Commission and the D.E.Q. and any body else that will help my cause.

I have seen the blue prints of this project. It calls for rock on the highway side for protection. I think the property owner deserves the same consideration - What do you suggest?

Yours truly
William O. Wooley

Sept 3 - 1976

Robert Straub Gov -
Salem Ore

007472

Please prepare draft reply
for Governor's signature
by 9-16
Thank you.

PLEASE RETURN
ORIGINAL LETTER

RECEIVED
SEP 07 1976
Governor's Office

Dear Sir.

This is a complaint against the State Highway Department regarding the [illegible] - Rock Creek project.

Would you believe that they have cut a Channel Change on my property along Rock Creek and say they are not going to rip-rap it with rock. They will plant willow whips later. The soil is sandy and already the banks have caved off in places without any water in the creek to speak of. What will it be in a flood when water is running 4 to 6 ft deep over the bank?

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Now that J.K. Wilson has taken over on this project. he is having the bridge placed at Station 140. which puts it quite a way upstream and leaves me with a lot of road to keep up. I have an attorney working on that part of the case now.

What has happened to our government that they don't honor the contracts they make. They rip up a man's property, take all the trees out of the creek bank and then fail to provide him with protection on what he has left.

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I have seen the blueprints of this project. It calls for rock on the highway side for protection. I think the property owner deserves the same consideration.

What do you suggest?

Yours truly
William C. Wooley
Rt 1-Box 303
Drain Ore 97435

RECEIVED
STATE HWY ENGR
SEP 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
SEP 8 1976
OFFICE
DIRECTOR of TRANSPORTATION

2764

B/U ~~9-16-76~~

September 14, 1976

Division of State Lands
1445 State Street
Salem, OR 97310

Attention: Jan Haley

Dear Jan:

Re: R/F.Permit No. 2198
OSHD Permit No. 164
Drain-Rock Creek Section
Umpqua Highway
Douglas County

You issued us the above permit to do certain work along Pass Creek as part of the above highway contract. The four separate areas of channel change work are of concern at this time. The plan presented to you indicated riprap would only be placed on the highway side of the new channel. It is now apparent that the other side of the channel must also be riprapped to prevent erosion in the future. The work must be done now to be completed before the winter rains.

Attached is a typical section showing the new proposal. A meeting was held on the job site on September 14, 1976, with Mr. Jerry Bower, Fish and Wildlife, Roseburg, and he expressed his approval.

We are requesting your approval for this modification to the work requested under the permit and for authority to begin the work immediately.

If you have any questions please call.

Very truly yours,

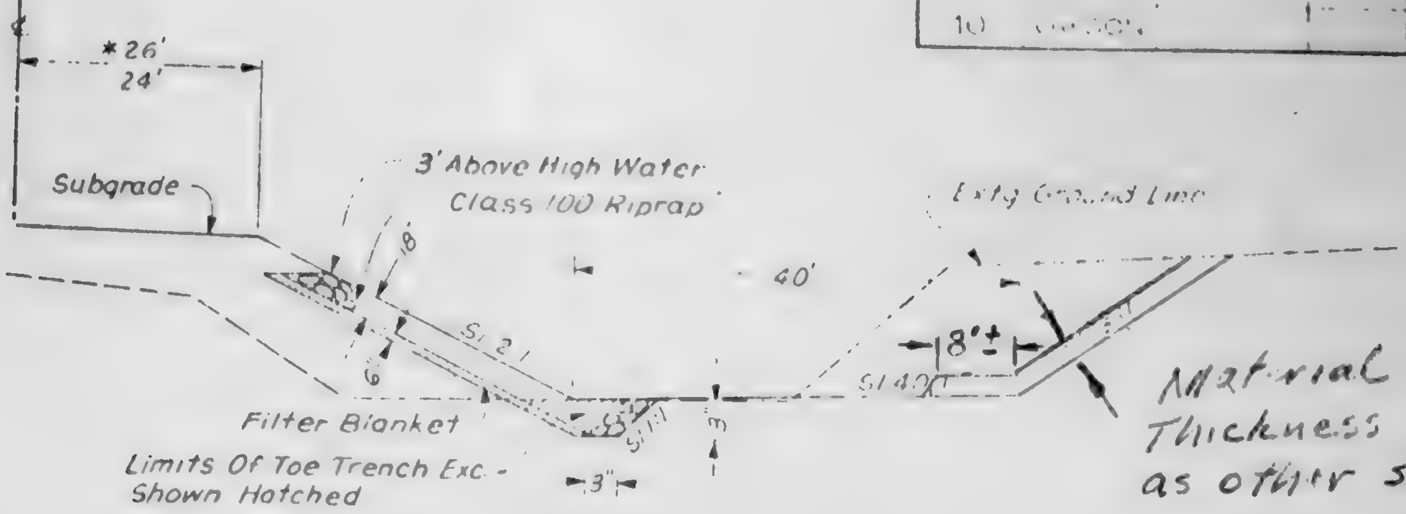
J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:az
cc: Alfred Shirley, Jr.

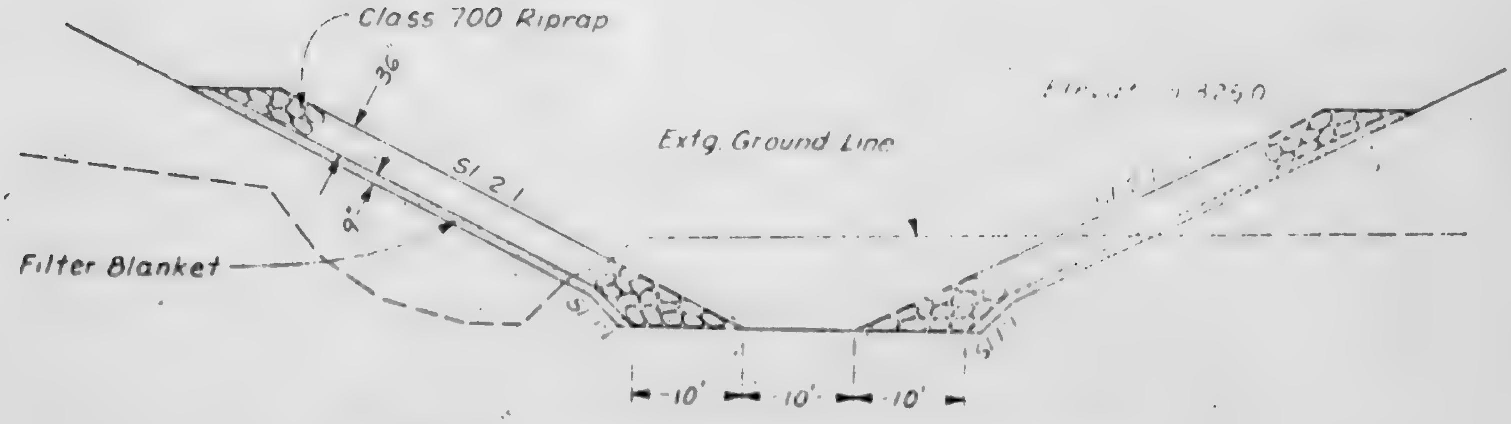
[illegible] - ROCK CR. SECTION
UMPQUA HIGHWAY
[illegible] COUNTY
10 OREGON
Sheet No. 2B
Total Sheets See Index



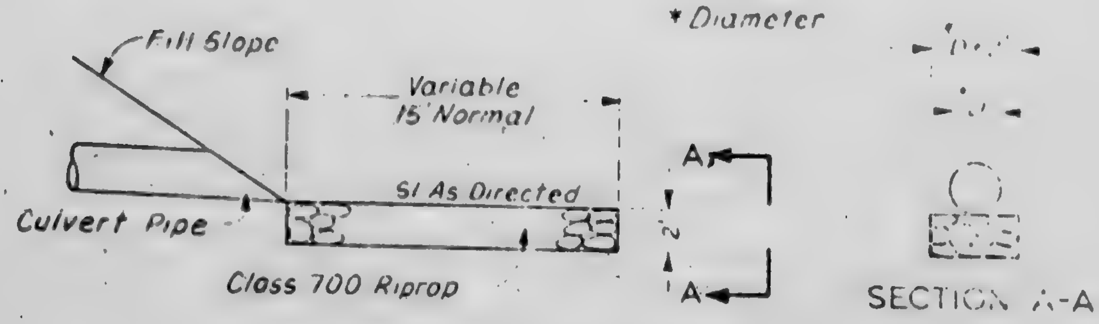
Material and Thickness same as other side

CHANNEL CHANGE DETAIL

STA 115+00 To STA 118+50
123+50 To 130+50
143+00 To 150+50
*161+00 To 164+00



SAND CREEK CHANNEL CHANGE



RIPRAP AT CULVERT OUTLETS

8364 Drain-Rock Cr. Sec. of 1976
Umpqua Hwy. N. of Drain
(Grade, pave, structures & sign)

L. L. 816 5-18-76

#83-1

p

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

CON 5

Bob Warren
Rt. 1W Box 358
Elkton OR 97436

July 23, 1976

Dear Mr. Warren:

Your letter of July 16 addressed to the State Highway Division in Salem has been referred to this office for a reply.

I assume that you are talking about the project which is known as the Drain-Rock Creek Section on the Umpqua Highway. What you are seeing now, what you call a "war zone", is the result of the necessary clearing and grubbing of the vegetation which must be done prior to the grading on any highway project and, unfortunately, there is no practical way to do this without the area having the appearance of a "war zone".

The 1973 Legislature authorized the State of Oregon Transportation Commission to sell $150 million worth of bonds to fund the critically deficient areas throughout the state on the state highway system. The first $25 million of those bonds were sold. The state asked all of the 14 councils of government what the local people felt were the priorities in their area. The Umpqua Regional Council of Governments placed the Drain-Anlauf Section of the Umpqua Highway as the Number 1 priority. It is for this reason that we are making this badly needed improvement at this time.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

bc H. S. Coulter ✓ NOTED H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
JUL 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JUL 19 '76
REFER TO
Shirley
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SAWYER
RAPIDS
RESORT
Rt. 1W Box 358 / Elkton, Oregon 97436

STATE HIGHWAY DEPT
SALEM, OREGON

JULY 16, 1976

SIR:

THIS LETTER IS DIRECTED TO THE BAFFOON AND/OR BAFFOONS WHO ARE RESPONSIBLE FOR THE ROADWORK ON HWY # ~~38~~ 99 BETWEEN DRAIN AND I 5.

IT IS BEYOND MY COMPREHENSION HOW ANYONE COULD TAKE A BEAUTIFUL LITTLE STRETCH OF RURAL HIGHWAY AND TURN IT INTO THE "WAR ZONE" APPEARANCE IT NOW HAS.

WHY IS IT THE STATE HIGHWAY DEPT SEEMS SO CONTENT TO DESTROY AND DESTROY AGAIN? MAY YOU ROT IN HELL YOU DIRTY BASTARDS.

SINCERELY
R R WARREN

3364 45

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE July 7, 1976

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48968 - Wooley Access Road
Drain - Rock Creek Section
Umpqua Highway
Douglas County

When I received Mr. Wooley's June 10 letter, I referred it to Mr. Christensen for preparation of a sketch and his answer to any of the points Mr. Wooley brought out.

I am attaching a copy of Mr. Christensen's letter to me dated July 6 and the original of his prints of sheets 5 and 6 of the contract plans that explains the necessity for the revision of the access point.

I have also been informed from the region that the Wooley's request for fencing in their letter of June 3, cannot be recommended. Please ask Mr. Williams to contact the Wooleys and explain the State's position. Before he contacts them, it would be well to get the Region's reaction to the disposal of the property the Wooleys have been requesting. If they would approve this, Mr. Williams can explain how the State can purchase property with other property as long as it is based upon reviewed appraisals. Any difference in appraisal either way would have to be for cash.

JRO:ha
Att.
cc: Alfred Shirley, Jr.
Duane Christensen ✓

REFERRED TO
___Beard___ ___Reed___
___Cole___ ___Sample___
✓ Briksen [illegible] ___Watson___
___Hagen___ ___Wolfe___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

1 Verstoeg ✓
2 Olson [illegible]
3 Christensen [illegible]
4 Scott [illegible]
___Swenson___
___Savage___
___Trout___

RECEIVED
JUL 0 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
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Receiver Keep ☐
Do not File ☐
Return To___
Bring Up___/___
Other___

Salem, Oregon
July 6, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

John R. Oakes
Assistant R/W Engineer

File 48968 Wooley Access Road
Drain-Rock Creek Section
Umpqua Highway
Douglas County

Attached is a copy of sheets 5 and 6 of the contract plans for the project. The red line at Sta. 127 indicates the deed location for the access and the plan shows the access planned at Sta. 140.

The Sta. 140 access, on the slight curve with a good length of straight roadway on each side provides a greater length of visibility (sight distance) for a vehicle entering the highway than the Sta. 127 access. The better visibility reduces the hazards involved when vehicles are entering or leaving the highway.

The access at Sta. 127 required a structure with a flared end to connect with the highway since the channel change (see plan) is adjacent to the roadway slope. This structure was more costly to construct than the conventional type structure at Sta. 140. The structure and roadwork at Sta. 127 was estimated to cost about $8,000 more than the structure and roadwork at Sta. 140.

The road, from the Bridge end at Sta. 127, to Mr. Wooley's house was on ground that was subject to flooding from Pass Creek. The road, if raised sufficiently to be above high water, would require relief culverts to prevent a dam effect. This part of the road was Mr. Wooley's obligation to construct and maintain.

The access location at Sta. 140 crossed the natural stream banks and the bridge end on Mr. Wooley's property is on high ground.

The following are replies to Mr. Wooley's questions:

1. We do own 20 feet more of land at Sta. 127 than at Sta. 140 and in addition have an 80 ft. easement for a channel change.
2. The degree of turn (curve) at Sta. 127 is zero, this is a short striaght section of roadway. The degree of curve at Sta. 140 is 2. This is a relatively "flat" curvature.
3. The difference in elevation between Sta. 127 and Sta. 140 is about 3 feet, with Sta. 140 being higher.

4. 4. There will be no dip in the new roadway between Sta. 127 and Sta. 140.

5. There will be some excess land, as we generally allow for some clearance between the edge of cut slopes and the R/W or easement line. This land, of course, still belongs to the owner and can be used by him.

6. The easement for the access at Sta. 140 is 100 feet wide on Mr. Wooley's property to provide room for constructing the bridge and the connections to his existing road. The 35 foot easement on state property permits the property owner to maintain that end of the bridge.

7. The existing highway curve at Sta. 127 will be eliminated by the new construction.

FE:az
cc: Fred Eriksen

1 Versteeg ✓
2 Olson
Christensen
3 Scott
Swenson
Savage
Trout

RECEIVED
JUL 0 7 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

2369

45

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Salem, OR 97310

June 8, 1976

RECEIVED
JUN 08 1976
ROAD DESIGN SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. and Mrs. W. C. Wooley
Route 1, Box 303
Drain, OR 97435

SUBJECT: File 42097
Drain-Anlauf Section
Umpqua Highway
Douglas County

Dear Mr. and Mrs. Wooley:

In Mr. Boyd's absence your June 3, 1976 letter has been given to me for reply.

The designers have found that the approach at Station 127 would be extremely hazardous for those entering or leaving the highway and for the through traffic at Station 127. Consequently, they asked us to purchase your rights of access at Station 127 and grant you rights of access at Station 140.

Realizing after discussing it with you that this revision could be considered a damage to the remaining land, our appraisers appraised the possible damage at $3,750, which was offered to you. In making this appraisal, the appraisers considered the items you have discussed in your letter. Without additional information, it is difficult to justify paying you $5,000 and deeding other land to you that may have value. (For your information, State law requires that an appraisal be made on any property that the State is disposing of.)

It would appear that your demands and our offer are too far apart for a settlement at this time. However, we are always available for further discussions even though we may have to file on these property rights in the near future.

A copy of your letter is being sent to the Regional Engineer at Roseburg. If the fencing has not been considered, he will let us know.

Do not hesitate to contact us if you have additional information.

Very truly yours,

John R. Oakes
Assistant R/W Engineer

REFERRED TO
Beard
Cole
✓ Eriksen
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JRO:ha
cc J. H. Versteeg /w/ att.
Alfred Shirley /w/ att.
Virgil Wilson /w/ att.

Form 81-734-3122

J. B. Boyd
Right of Way Engineer

[illegible]
[illegible] Ga. [illegible]
Rt 1 Box 53

Dear Sir:

[illegible]

On Feb. 29, [illegible] State Highway Dept. in which the agreement was that our [illegible]

[illegible] until recently where the location was changed to Station 140°.

We made the agreement without any [illegible] or question. Now why is it that our agreement is no longer binding? We certainly thought it was when we signed it.

Our reasons for wanting the bridge at Station 127° are as follows-

1. When we bought this property [illegible] the bridge was in front of the house at approximately Station 127°.

2. It would be much handier to get our mail and evening paper.

3. Upkeep on a short driveway instead of ¼ of a mile at Station 140°. which floods over in a high-water.

4. Would eliminate people driving thru our pasture, disturbing our livestock and even stealing hay out of our barn. With the bridge at Station 127° they would

haven't [illegible] be eliminated

At Station 137 [illegible] to State owned property.

It is hard to believe that we are dealing with [illegible] the alternative [illegible] feel that the alternative we gave you is just and fair. After all we are getting the [illegible] moved closer [illegible] along the creek, [illegible] that we [illegible] losing part of our best pasture land that we certainly didn't want to lose.

We still maintain that [illegible] the bridge fence at Station 137 [illegible] in our contract or build [illegible] to the State owned property that [illegible] the South [illegible] and the [illegible] property.

We are [illegible] that if [illegible] to open and close the gates they would agree with us.

While we are on the subject, whose responsibility is it going to be to fence the Creek side of this property

In all the years we have lived here the Himalaya blackberry vines have made a natural barrier and kept the stock out of the creek and therefore away from the highway.

Where the highway [illegible]
stock will be free to approach the highway.
We would be willing to build a fence
if the State would furnish the material.
[illegible]
earnest consideration.

If we had not already signed a
contract [illegible] opposed [illegible]
situation.

Yours Truly
William Worley
Nondys Worley

8364 45

Salem, Oregon
May 28, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

Drain-Rock Creek Section

Alfred Shirley, Jr.
Region 3 Engineer

Bids were received May 27, 1976 on the subject project. The apparent low bidder was S. D. Spencer.

It was called to our attention after bids were received that bid item No. 66 "Structural Concrete, Class 3300", is in error. It should read "Structural Concrete, Class 4000".

Both the plans (Drawing No. 31007) and the special provisions (page 45) call for Class 4000 - 1-1/2" concrete to be used in the Rock Creek Bridge, Bridge No. 196A.

AB:fw

______Versteeg______
______Olson______
______Christensen______
______Scott______
______Swenson______
______Savage______
______Trout______
____

RECEIVED
MAY 28 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up____/____/____
Other______
____

8364

Yellow

45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

May 28, 1976

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

TO: Vern Shull
RESIDENT ENGINEER

SUBJECT: **Drain-Rock Cr. Sec.**
Umpqua Highway
Douglas County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9061	00	**Mainline, 12' Left or Right**	**Profile Grade**
	01	**Mainline, 12' Left or Right**	**Subgrade**
	02	**Rd. Appr. (Sta.59+50), Centerline**	**Profile Grade**
	03	**Rd. Appr. (Sta.59+50), Centerline**	**Subgrade**
	04	**Rd. Appr. (Sta.92+00), Centerline**	**Profile Grade**
	05	**Rd. Appr. (Sta.92+00), Centerline**	**Subgrade**
	06	**Rd. Appr. (Sta. 109+50), Centerline**	**Profile Grade**
	07	**Rd. Appr. (Sta.109+50), Centerline**	**Subgrade**
	08	**Rd. Appr. (Sta.136+35), Centerline**	**Profile Grade**
	09	**Rd. Appr. (Sta.136+35), Centerline**	**Subgrade**
	10	**Rd. Appr. (Sta.179+35), Centerline**	**Profile Grade**
	11	**Rd. Appr. (Sta.179+35), Centerline**	**Subgrade**
	12	**Rd. Appr. (Sta.179+35), Centerline**	**Profile Grade**
	13	**Rd. Appr. (Sta.179+35), Centerline**	**Subgrade**

Attachment

(CONTINUED ON PAGE 2

9061	14	"SR" Line, Centerline	Profile Grade
	15	"SR" Line, Centerline	Subgrade
	16	"SC" Line, Centerline P	Profile Grade
	17	"SC" Line, Centerline	Subgrade
	18	"MP" Line, Centerline	Profile Grade
	19	"MP" Line, Centerline	Subgrade
	20	Rd. Appr. (Sta.140+00), Centerline	Pfofile,Grade
	21	Rd. Appr. (Sta.140+00), Centerline	Subgrade

WM:az
Attachment

8364

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 18, 1976

RAILROAD COMPANIES
FILE No. 816

Southern Pacific Trans. Co.
One Market Street
San Francisco, CA 94105

Attn: W. J. Jones

Permit of Entry
Drain-Anlauf Section
Umpqua Highway
Douglas County

Dear Sir:

Enclosed is a fully executed counterpart of the Permit of Entry you granted us dated April 30, 1976 on the Rock Creek-Drain Section of the Umpqua Highway in Douglas County. This Permit of Entry has been signed by Mr. J. B. Boyd, State Highway Right of Way Engineer.

As a point of information and for your records, I am enclosing copies of the Oregon Transportation Commission Delegation Order #16, approved by the Oregon Transportation Commission on March 30, 1976, which grants the State Highway Engineer the right to approve and execute contracts with Utility Companies and Railroads. Also enclosed is Administrative Order #5 dated May 6, 1976 in which Mr. Klaboe delegates authority to execute Utility and Railroad Contracts to the State Highway Right of Way Engineer. Should you have any questions regarding either of these documents, please contact me.

The Oregon Highway Division would like to thank you for your prompt response regarding our request for the Permit of Entry which you granted us so that we may accomplish the required contract work.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

6/22/76
noted
[illegible]
[illegible]
book

JEC:jr
Enc.

cc: SPTC - Portland
bc: C. T. Keasey w/copy Permit of Entry
J. B. Boyd "
J. L. Sollis "
Alfred Shirley w/2copies Permit of Entry - NOTE: One copy should be forwarded to Resident Engr. in charge of project for his files.
C. W. Head w/original Permit of Entry

NOTED
FRAN NEAVOLD

Form 81-734-3123

8364

Salem, Oregon
May 13, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Bud Shirley
Region III Engineer

Native Planting
Drain-Rock Creek Section
Umpqua Highway
Douglas Highway

The attached plan sheet and specifications were left out of the contract plans for this project. Six thousand dollars has been included in thepproject authorization to cover the cost of this work. We are committed to doing this work through Environmental Impact Statement, etc.

The willow stakes shall be planting in the areas shown on the enclosed plan sheet, in accordance with the following provisions:

> Willow Stakes (Wattles) furnished shall be ripe wood, a minimum of 9 inches in length with slanting cut just below a leaf joint, and each stake shall have at least two leaf joints. Cuttings shall be freshly harvested or have been stored in cool storage until planting time to assure viability.
>
> The planting of willow stakes shall be performed during the fall planting season.

TLS:az

RECEIVED
MAY 14 1976
ROAD DESIGN SECTION

Versteeg
1 Olson
Christensen
Scott
Swenson
Savage
Trout

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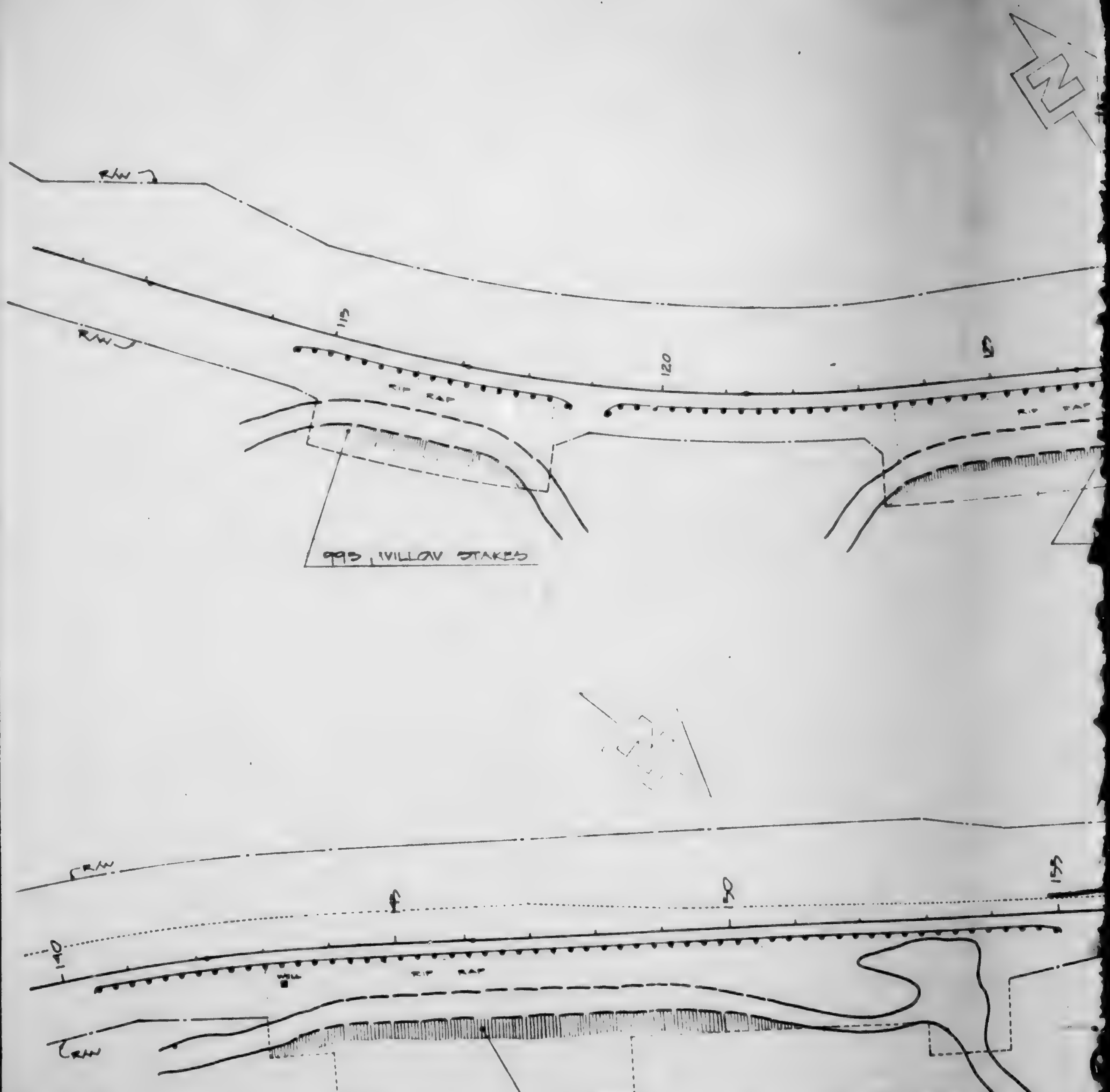
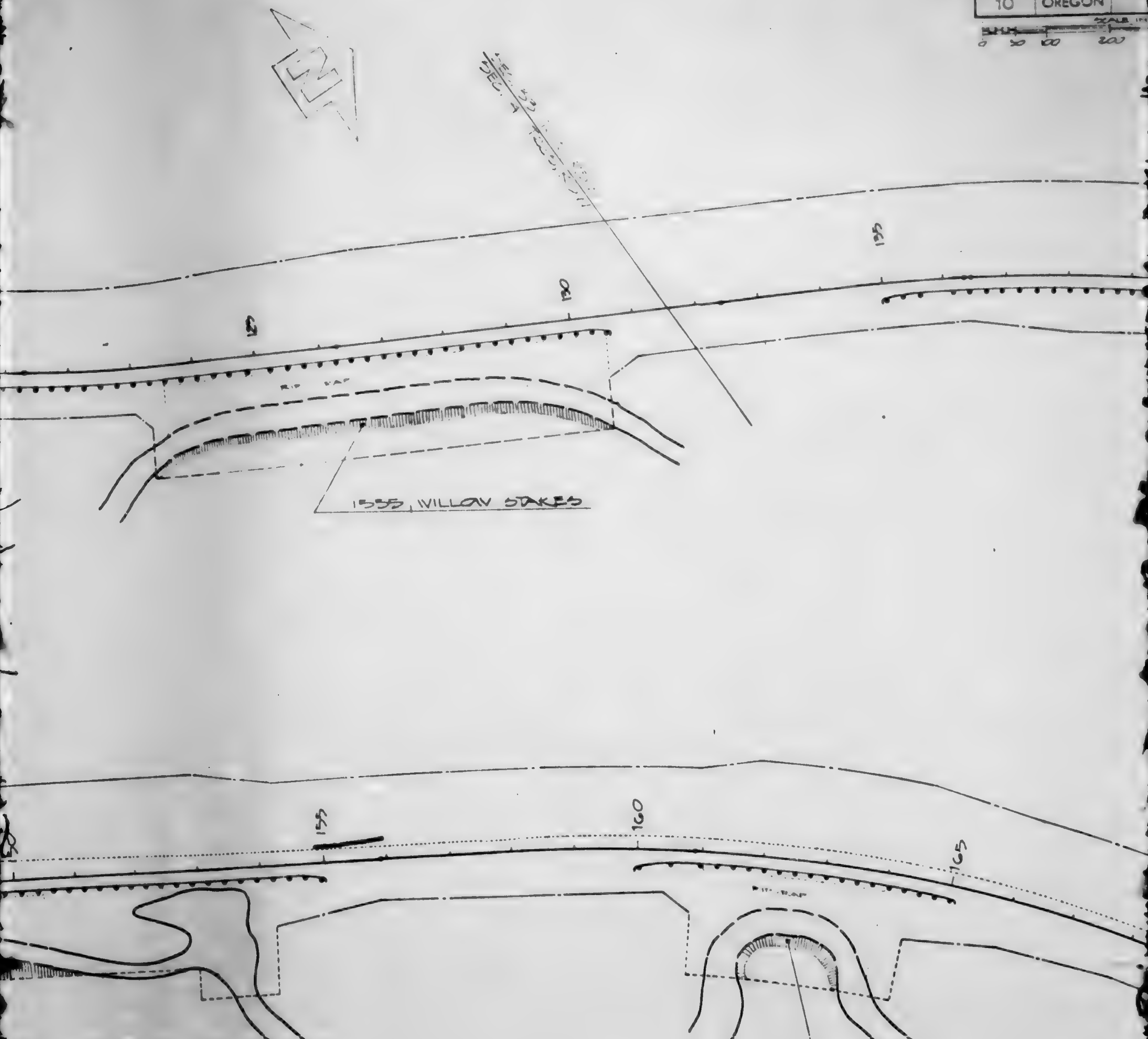
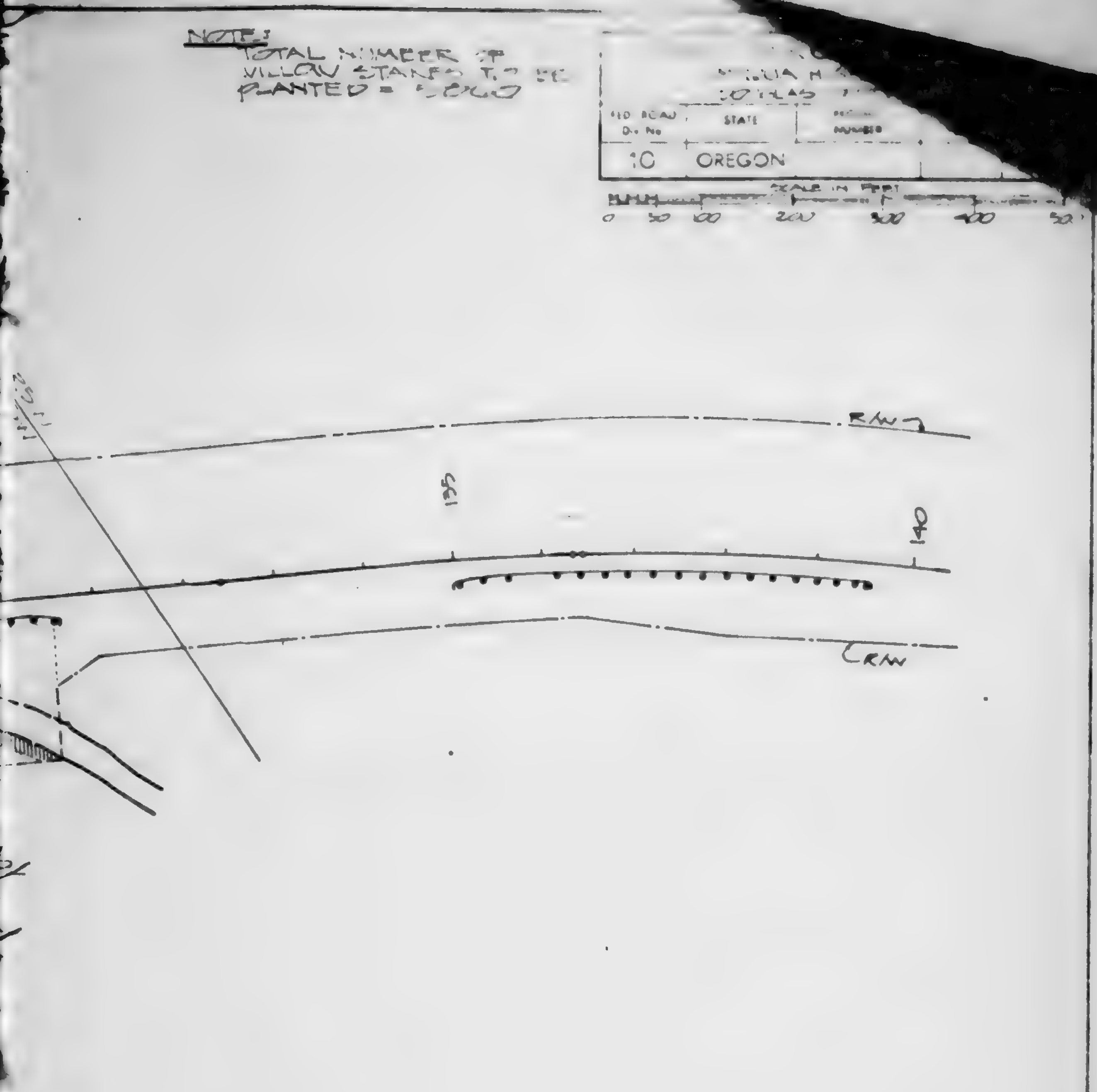

N
R/W
R/W
115
120
RIP RAP
RIP RAP
995, WILLOW STAKES
R/W
WELL
RIP RAP
R/W
2800, WILLOW STAKES

NOTE:
TOTAL NUMBER OF
WILLOW STAKES TO BE
PLANTED = 5000

FED. ROAD DIV. No	STATE
10	OREGON





NOTE:
TOTAL NUMBER OF
WILLOW STAKES TO BE
PLANTED = [illegible]

8364

~~ROW 18-2~~ 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
May 12, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

SUBJECT: Temporary Easement
Rock-Creek-Drain Section.
Umpqua Highway
Douglas County

Attached are the duplicate counterparts of a temporary easement from the Southern Pacific Transportation Company granting the State the right to enter on Southern Pacific Transportation Company property on the Rock Creek-Drain Section of the Umpqua Highway for the purposes of reconstructing fill slopes and constructing an approach to an existing private crossing. This temporary easement has been reviewed by the Highway Council's Office and approved by them.

Please have this temporary easement signed by the State Highway Engineer and then return both copies to me for transmission to Southern Pacific Transportation Company and distribution within the Highway Division.

JEC:sh

Attach.

cc: R. L. Schroeder ✓
J. L. Sollis

NOTED
R. L. S[illegible]

RECEIVED
MAY 13 1976
Office of
Assistant State Highway Engineer

8-36+

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

May 12, 1976

FROM: F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 27 Bid Letting

TO: FILE

Bids will be opened May 27 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Clackamas River (McLoughlin) Bridge
   Pacific Highway East
   Clackamas County

   Bridge maintenance painting.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County

   Bridge maintenance painting.

   Same as No. 1

3. Silver Point Slide
   Oregon Coast Highway
   Clackamas County

   Slide correction.

   Same as No. 1

4. Bullards Bridge
   Oregon Coast Highway
   Coos County

   Bridge maintenance painting.

   Same as No. 1

5. Fairgrounds Interchange-Roberts Creek
   Pacific Highway
   Douglas County

   Grade, pave, structures, signing.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

6. Drain-Rock Creek
   Umpqua Highway
   Douglas County

   Grade, pave, structures, signing.

   Class III bikeway will be provided.

7. Lowell (Pioneer Street)
   City Street
   Lane County

   Grading and paving.

   Same as No. 5.

8. Florence (Maple Street)
   City Street
   Lane County

   Paving.

   Same as No. 5.

9. Heather Station-The Dalles-California Highway
   Willamette Highway
   Lane and Klamath Counties

   Guardrail and escape ramps

   Same as No. 1

10. Old Highway 101-Rose Lodge
FAS 146 (North Bank Road)
Lincoln County

Paving

Same as No. 5

11. Grass Valley Rock Production Project
Sherman County

Same as No. 1

12. Tillamook River (Burton) Bridge
Market Road No. 15
Tillamook County

Grade, pave, structure

Same as No. 5

13. Ukiah Rock Production Project
Pendleton-John Day Highway
Umatilla County

Same as No. 1

14. Meacham Rock Production Project
Meacham Frontage Road
Umatilla and Union Counties

Same as No. 1

15. Spring Creek-Lostine Section and Joseph (Alder & First
Streets, McCully Ave)
Wallowa Lake Highway and Joseph City Streets
Wallowa County

Grade and pave

Same as No. 5

16. The Dalles-Fifteen Mile Creek
Columbia River Highway
Wasco County

Paving, barriers, singing

Same as No. 5

17. Rowena Interchange
Columbia River Highway
Wasco County

Grade, pave, structure, signing

Same as No. 5

18. Thatcher Road-23rd Avenue (Forest Grove)
Gales Creek Road
Washington County

Same as No. 5

19. SE 13th Ave-Rood Bridge Road (Hillsboro)
FAU 0005 & FAU 0017
Washington County

Grade, pave, signs, signals

8-foot sidewalk/bikeway to be provided

LD:mc

cc Robert Burco
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

8364

15

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 7, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMORANDUM TO THE FILE

SUBJECT: Drain-Rock Creek Section
Umpqua Highway
Douglas County

NOTED
E. S. HUNTER

This project has always been considered to be a bond project and as such the status is as follows:

1. Original hearing in 1967 would no longer be valid if we wanted to go to federal aid financing.

2. No assessment has been done.

3. An A-95 has not been processed.

4. We would have to advertise and offer a hearing.

5. We would have to advertise and secure design approval.

According to Mr. Swan it would take four to six months to clear this project for Federal Aid financing.

The right of way from the proposed project back into Drain has been acquired and most of the section has been engineered. During the design phase problems were encountered with city owned utilities. The City has an 8 inch and a 10 inch water line which will require relocation at an estimated cost of $70,000. Also the City owns a 12.5 Kv power line and luminaires on telephone poles in the same area.

A railroad encroachment amounting to seven parcels will be needed in this same area. It is estimated by Mr. Chidsey that it will take about five months to acquire the encroachments.

Field data is available for the section to the east and right of way has been acquired. No design has been done.

The present project is estimated at $2,248,000; the section to the west at $553,000; and the section to the east at $1,299,000 for a total of $4,100,000.

DOC:jh
cc: E. S. Hunter
Fred Eriksen

4-9-76
O-ry - Duane
Proceed with the
Bond project.

RECEIVED
STATE HWY ENGR
APR 8 '76
REFER TO
FOR

8564

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

1 Versteeg ✓
4 Olson
Christensen
Scott
2 Swenson
Anderson
2 Trout

RECEIVED
MAR 29 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

March 26, 1976

Ms. Donna P. Woolley
% Mr. Lively, Atty.
Springfield, Oregon 97477

File 48944
Drain-Rock Creek Sec.
Umpqua Highway
Douglas County

Dear Ms. Woolley

This is to advise that the Highway Division has elected to exercise your option for a Lease and Sale of Road Materials.

Enclosed is a fully executed copy of the lease for your files. This lease, dated February 24, 1976, covers property in the NW¼ of Section 21, Township 22 South, Range 5 West, runs until December 1977 or for such additional time as may be necessary for the Drain-Rock Creek Project and provides for the payment of $.30 per cubic yard for approximately 32,000 cubic yards, payable quarterly.

We are enclosing State Highway Fund Warrant No. 042082 for $10.00 payable to Donna P. Woolley, which is the consideration for the Option to Lease Road Materials. Any consideration for materials removed will be paid as noted above.

Very truly yours

Adele L. Egan
Right of Way Office Manager

AE:nn
Enc. (2)
cc: (2) Al Shirley/2 cc Lease and Option
C. G. Swenson/cc Lease
Virgil Wilson/[redacted]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

~~ORIGINAL~~

2-18-76

Highway Division
File 48944

LEASE AND SALE OF ROAD MATERIALS

THIS INDENTURE, made and entered into this 24th day of February, 1976, by and between DONNA P. WOOLLEY, a single woman, hereinafter referred to as "Lessor", and STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State".

WITNESSETH:

In consideration of the sum hereinafter set out and the covenants and agreements hereinafter contained, Lessor and State agree as follows:

1) DESCRIPTION: Lessor does hereby lease to State all of the real property situate in the NW¼ of Section 21, Township 22 South, Range 5 West, Willamette Meridian, Douglas County, Oregon, as shown on the attached Exhibit "A", which is hereinafter referred to as "premises" for the following purposes:

a. Removing approximately 32,000 cubic yards of acceptable surfacing, rip rap and paving materials.

b. Establishing a crusher plant. Notwithstanding the description of the properties above set forth, the crusher plant, together with the removal of rock, shall be in a location next to each other and confined in an area not greater than necessary to perform the intent of this agreement, allowing State to remove and crush rock.

2) TERM: The said lease shall commence on the first day of April, 1976, and terminate on the last day of December, 1977, or such additional time as may be necessary if the Drain - Rock Creek Section of the Umpqua Highway is not completed by the end of said term.

3) CONSIDERATION: State shall pay to Lessor as full and complete compensation for the period covered by this lease the sum of Ten and No/100 Dollars ($10.00), receipt of which is hereby acknowledged, and the further sum of $.30 per cubic yard for the surfacing, rip rap and paving materials, which may be removed by State from premises, said consideration for materials to be made payable on a quarterly basis and through the usual course of auditing claims against State.

4) ROAD MATERIALS: The material to be removed from premises is being acquired in connection with the improvement of the Drain - Rock Creek Section of the Umpqua Highway. State, its officers, agents, employees, and contractors, hereby are authorized and empowered to go upon premises and remove therefrom material found upon or under premises. Lessor shall obtain the necessary permits for the removal of said material from the Oregon Department of Geology and Mineral Industries and shall be responsible for the reclamation of premises as may be required by said Department. No consideration other than that expressed herein as payable during the term of this lease shall be due or payable for material to be removed or for other rights herein granted. The consideration set forth herein is intended to fully compensate Lessor for the use of her property, for the removal of material, and the crusher plant site to be located on Lessor's property and for the damage to Lessor's property resulting therefrom.

5) STRUCTURES: State may erect and maintain on premises any structures, equipment, machinery, or other facilities or conveniences necessary or deemed necessary for the acquisition and appropriation of said material. Any such structures and facilities or conveniences placed or erected by State, its representatives, agents or contractors shall at all times remain the property of State and may be added to, removed or destroyed at the option of State, and will all be removed by State at the completion of the project.

6) ACCESS TO BORROW AREA: In the removal of material, State shall be allowed ingress and egress rights to and from the property as delineated on the attached Exhibit "A".

7) ADDITIONAL PROVISIONS:

a. Area of excavation shall be confined to the approximate area as shown on said attached Exhibit "A".

b. State, upon the completion of the removal of material, shall leave premises in a neat and orderly condition.

c. State will, during the entire period of its possession, construct such fences around its plant activity and gates to the roads as are necessary to prevent livestock from gaining access to the area where the plant is operating or from gaining access to the public roads in the area.

d. State agrees that overburden materials not used by State will be placed upon Lessor's property at the Yoncalla Pond Site in Sec. 3-23-5, at a location mutually agreed upon between State and Lessor in the general area shown on Exhibit "B". A dump area will be designated and all material will be distributed from this point by Lessor. Any material not removed from borrow area at the termination of this lease shall become the property of Lessor.

e. No merchantable timber shall be removed except as is necessary to allow the performance of the function for which this lease is given and all merchantable timber so removed shall be stockpiled in lengths, cut under the direction of Lessor, and shall remain the property of Lessor.

f. Payment for material under this lease shall be determined by the amount of yards incorporated into the highway construction project for the improvement of the Drain - Rock Creek Section of the Umpqua Highway.

g. All fences and gates constructed on premises shall remain thereon and become the property of Lessor.

h. State agrees that there will be no oil sump on premises and that excess and waste oils will be hauled away and disposed of at a place other than on Lessor's property.

i. At the termination of this lease State is to slope the floor of the excavation area in a manner suitable for proper drainage.

j. State agrees that the quarry will be left in a condition suitable for further material removal.

k. All activities must conform to the rules and regulations of the Oregon Department of Environmental Quality and the laws of the State of Oregon.

l. State agrees that they will not enter onto premises for the sole reason of removing rip rap material without also further consummating this lease by removing surfacing and paving materials.

8) TERMINATION: State shall at any time have the right to terminate this lease and give up said premises by giving Lessor written notice.

9) State by this lease shall not be under obligation to Lessor to remove material from premises. In the event Lessee elects not to remove the material Lessor shall be free to allow other persons into the area, including agents of her own, for the purpose of removing rock or material therefrom.

10. SUCCESSORS: This lease shall bind Lessor, its successors and assigns. It is contemplated that the removal of material and use of Lessor's property will be by State's contractors and references made herein shall apply to said contractor where appropriate. Lessor covenants

that she is the legal owner of premises and has a legal right to enter into this lease and to sell the materials mentioned herein and to allow State the use of the lands as represented in Exhibits "A" and "B" aforementioned. Lessor expressly acknowledges that all items of damages, all sums of money to be paid, all things to be done by State are included in this lease and expressly constitute complete and just compensation for the use of Lessor's property and the materials to be removed therefrom.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

Donna P. Woolley
Donna P. Woolley

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By F B Klaboe
F. B. Klaboe, Administrator and State
Highway Engineer

APPROVED AS TO FORM:

Counsel

STATE OF OREGON, County of Douglas

24th February, 1976. Personally appeared the above named Donna P. Woolley, who acknowledged the foregoing instrument to be her voluntary act. Before me:

James E. Fleming
Notary Public for Oregon

My Commission expires Aug 9, 1978

STATE OF OREGON, County of Marion

March 12, 1976. Personally appeared F. B. Klaboe, who being sworn, stated that he is the Administrator and Highway Engineer for the State of Oregon, Department of Transportation, Highway Division, and that this instrument was voluntarily signed on behalf of the State of Oregon, by authority vested in him by the Oregon Transportation Commission. Before me:

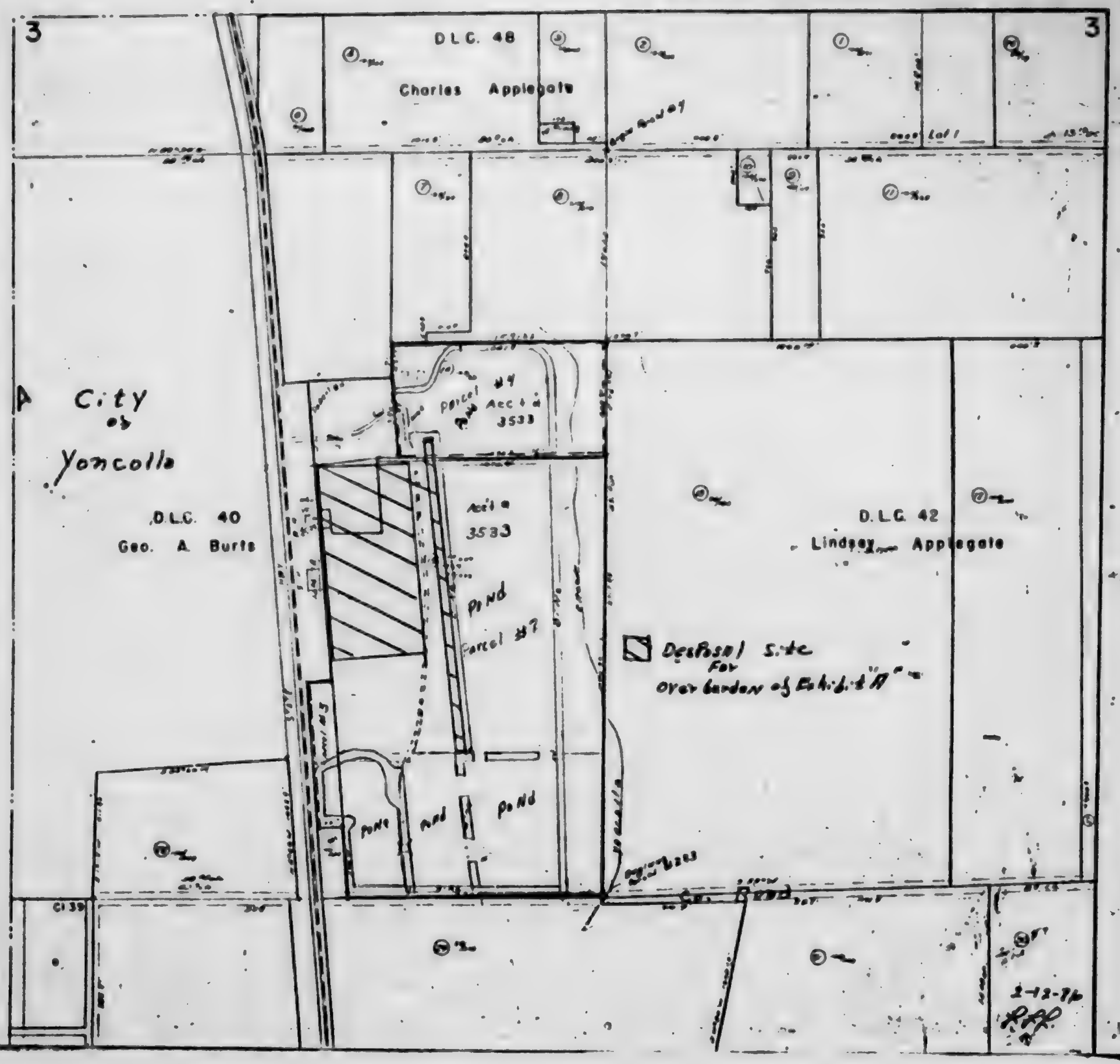
Adele L. Egan
Notary Public for Oregon

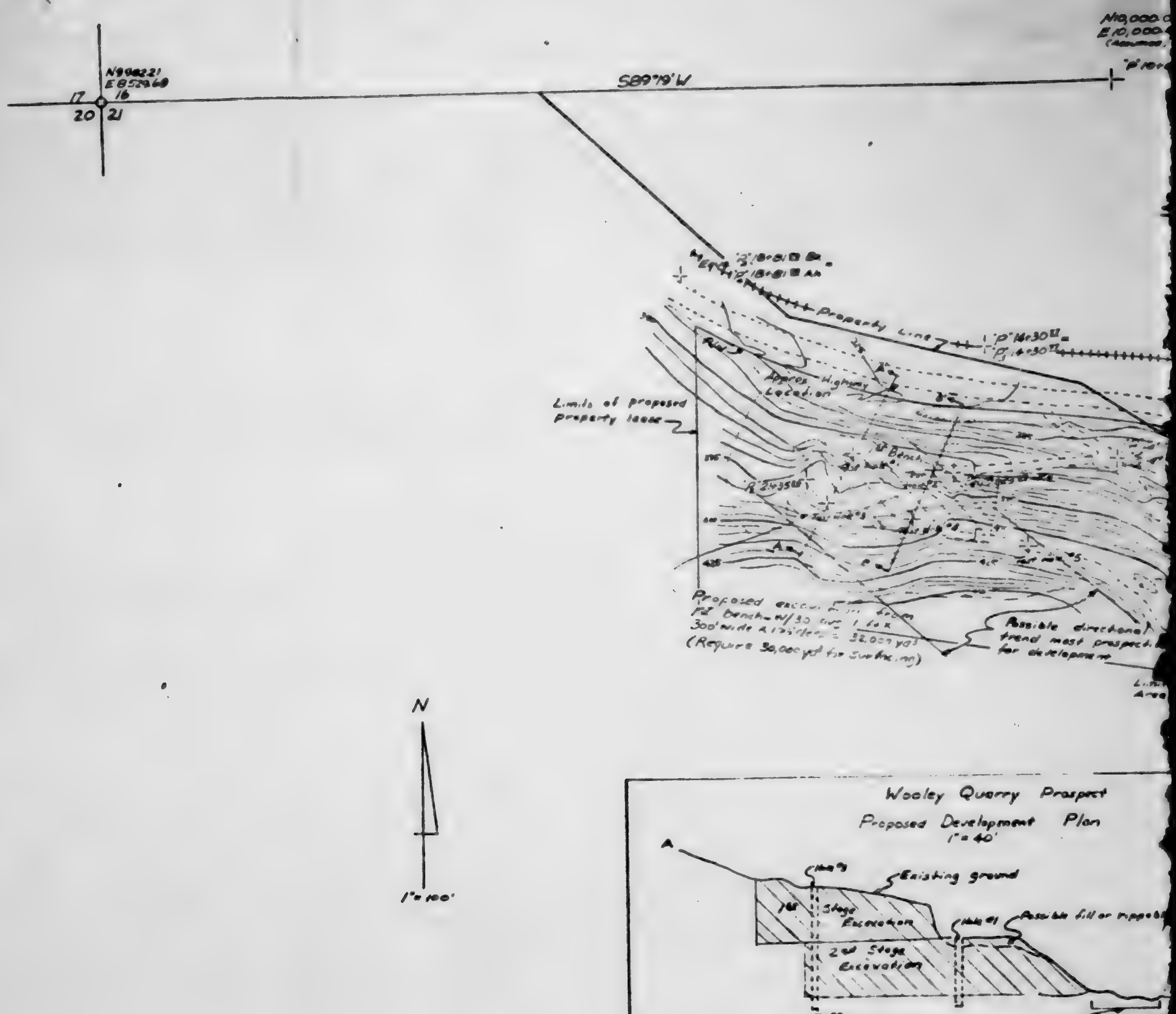
My Commission expires Oct 30 1976

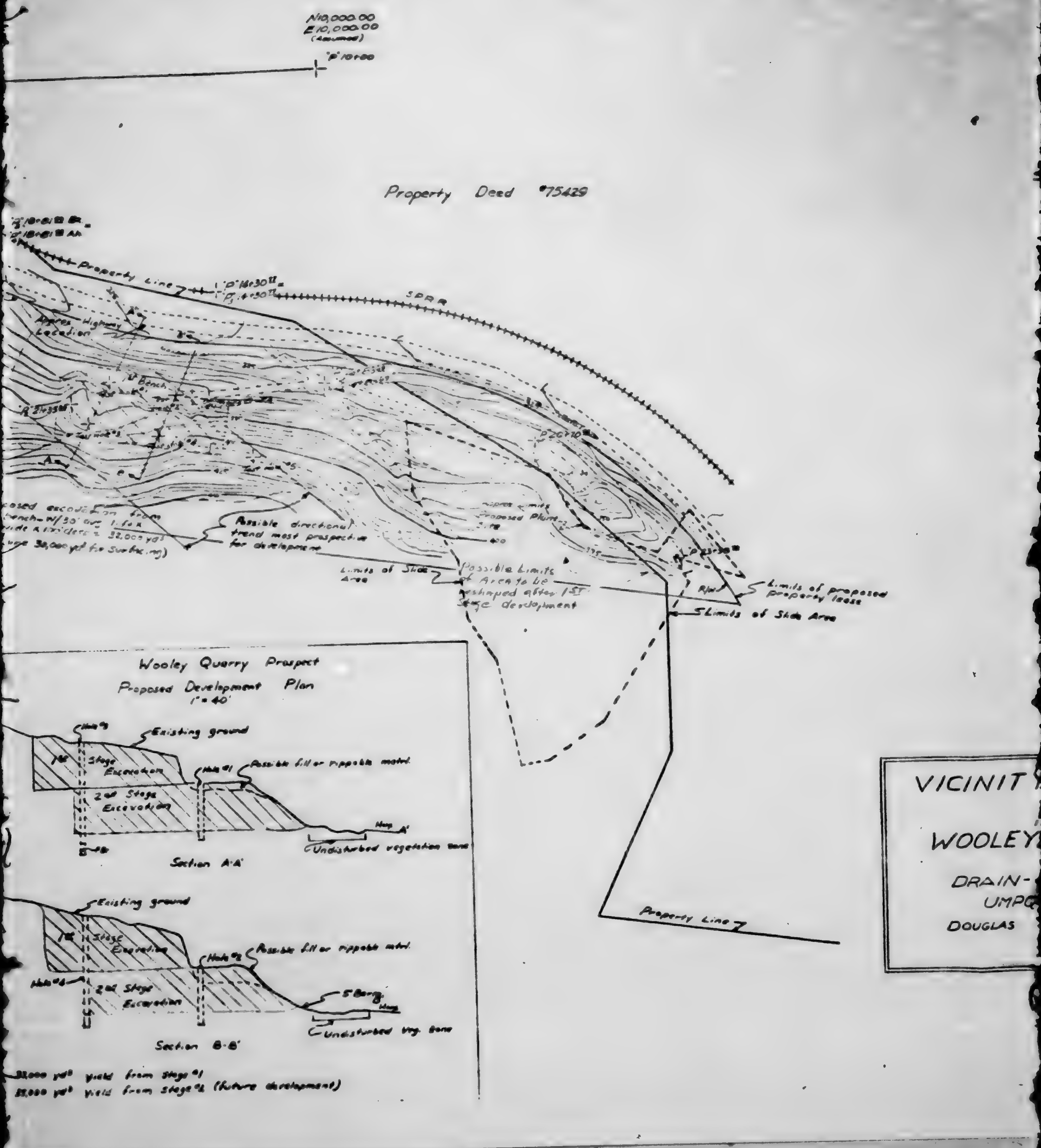
ba/

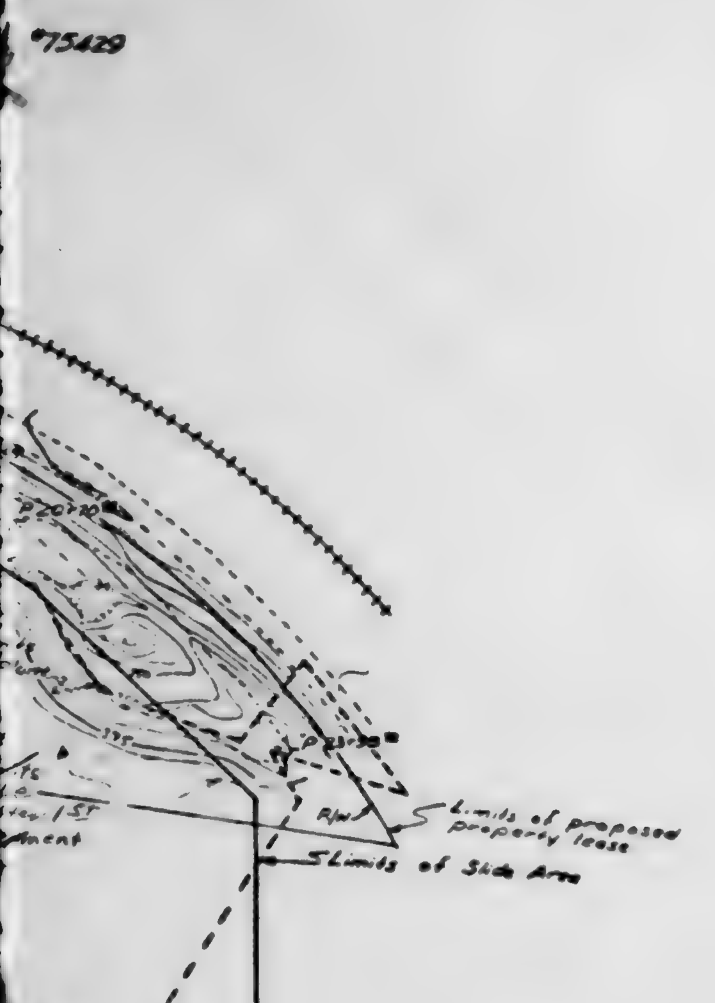
Exhibit "B"

T23S R5W SEC. 3



N998221
E852960
17
16
20
21
S89°19'W
N10,000.0
E10,000.0
"P" 10+
Property Line
"P" 16+30
Limits of proposed property lease
Approx. Highway Location
Bench
Proposed excavation from 1st Bench w/30 ... 300' wide × 17½' deep = 32,000 yd³
(Require 30,000 yd³ for Surfacing)
Possible directional trend most prospective for development
N
1" = 100'
Wooley Quarry Prospect
Proposed Development Plan
1" = 40'
A
Existing ground
1st Stage Excavation
2nd Stage Excavation
Hole #1
Possible fill or rippable
Undisturbed
Section A-A'
B
Existing ground
1st Stage Excavation
2nd Stage Excavation
Hole #2
Possible fill or rippable
Undisturbed
Section B-B'
32,000 yd³ yield from Stage #1
35,000 yd³ yield from Stage #2 (future development)


N10,000.00
E10,000.00
(Assumed)
"P" 10+00
Property Deed #75429
Property Line
P 16+30
SPRR
Approx. Highway Location
Bench
R 21+33.65
P 20+10
Possible directional trend most prospective for development
posed excavation from bench-W/30' ave 1.5 x wide x 1110'deep = 32,000 yds³
ave 30,000 yd³ for Surfacing)
Limits of Slide Area
Possible Limits of Area to be reshaped after 1ST Stage development
Approx. Limits Proposed Plant Site
Limits of proposed property lease
Limits of Slide Area
Wooley Quarry Prospect
Proposed Development Plan
1" = 40'
Hole #3
Existing ground
1st Stage Excavation
Hole #1
Possible fill or rippable matrl.
2nd Stage Excavation
Hwy A'
Undisturbed vegetation zone
Section A-A'
Existing ground
1st Stage Excavation
Hole #2
Possible fill or rippable matrl.
Hole #4
2nd Stage Excavation
5' Berm
Hwy
Undisturbed Veg. zone
Section B-B'
32,000 yd³ yield from Stage #1
33,000 yd³ yield from Stage #2 (future development)
Property Line
VICINIT
WOOLEY
DRAIN-
UMPQ
DOUGLAS



VICINITY MAP
FOR
WOOLEY QUARRY SITE

DRAIN- ROCK CREEK SECTION
UMPQUA HIGHWAY
DOUGLAS COUNTY V.E. SHULL, R.E.
1975

45

Salem, Oregon
March 18, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48968 - Wooley
Drain - Anlauf Section
Umpqua Highway
Douglas County

Attached is a description, an authorization and R/W prints covering a construction permit for construction of a bridge across Pass Creek for the subject owners access.

As you know, R/W from this owner was previously acquired under File 42097 and this access is to replace the one formerly granted.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Salem, Oregon
March 15, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

John R. Oakes
Assistant R/W Engineer

File 42097 - Wooley
Drain-Anlauf Section
Umpqua Highway
Douglas County

Contract plans will show the Wooley access structure to be constructed at Station 140. Specifications will cover the delay in construction until after July 1, 1976, and the existing access must not be removed until the new access has been completed.

J. X. Wilson, Region 3 Construction Engineer, has approved condemnation on this file.

JHV:jh
cc: Frank E. Terpin
Walt Hart
C. G. Swenson
J. X. Wilson

REFERRED TO

Board ______ Reed
Cole ______ Sample
✓ Erikson FE ______ Watson
Hager ______ Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Olson ao
2 Christensen Doc
Scott
3 Swenson
Anderson
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RECEIVED
MAR 15 1976
ROAD DESIGN SECTION

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FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 2, 1976

TO J. H. Versteeg
Road Design Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 42097 - Wooley
Drain - Anlauf Section
Umpqua Highway
Douglas County

Yesterday Mr. Virgil Wilson informed me that Mr. Wooley wanted $5,000 and three acres of State property that had not yet been declared excess to agree to the change of access. As the price is probably very much more than we could justify as a damage to his property, I asked Mr. Wilson to have the damage to the property appraised, offer that amount to Mr. Wooley and, if Mr. Wooley did not accept, to recommend the file for condemnation.

As this might require as much as 90 days to settle and, also, as the use of this access and bridge should not impede the progress of the contractor to any great extent, I recommend that the specifications withhold the construction of the access and bridge at either station and withhold the destruction of the existing access for at least 90 days until this is settled. This is a Bond Project.

JRO:ha
cc Alfred Shirley
L. W. Rulien
Virgil Wilson
Armand Riveness
Frank Lowe

1 Versteeg ✓
Olson
2 Christensen DBC
cott
Copy Swanson
nderson
Trout

RECEIVED
MAR 3 1976
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Requires Reply ☐
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Bring Up
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REFERRED TO

Beard Reed
Cole Semple
✓ Eriksen F.E. Watson
Hager Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Salem, Oregon
February 13, 1976

Fred Eriksen
Design Team Supervisor

Drain-Rock Creek Section
Umpqua Highway
Douglas County

J. X. Wilson
Region III Construction Engineer

Attached is one copy each of plans and cost estimates for proposed access (alternated) to the Wooley property at station 127+00 or at station 140+00.

The estimates will confirm the information given you by phone this morning.

The estimate for station 127+00 is the abutment design on the highway end of the structure. This design proved to be more economical than moving the channel change away from the highway.

127 cost estimate $66,600
140 " " 58.600

FE:az

1 Versteeg
3 Olson
Terpin
Scott
2 Swenson
Anderson
Trout

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FEB 1 3 1976
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DESIGN
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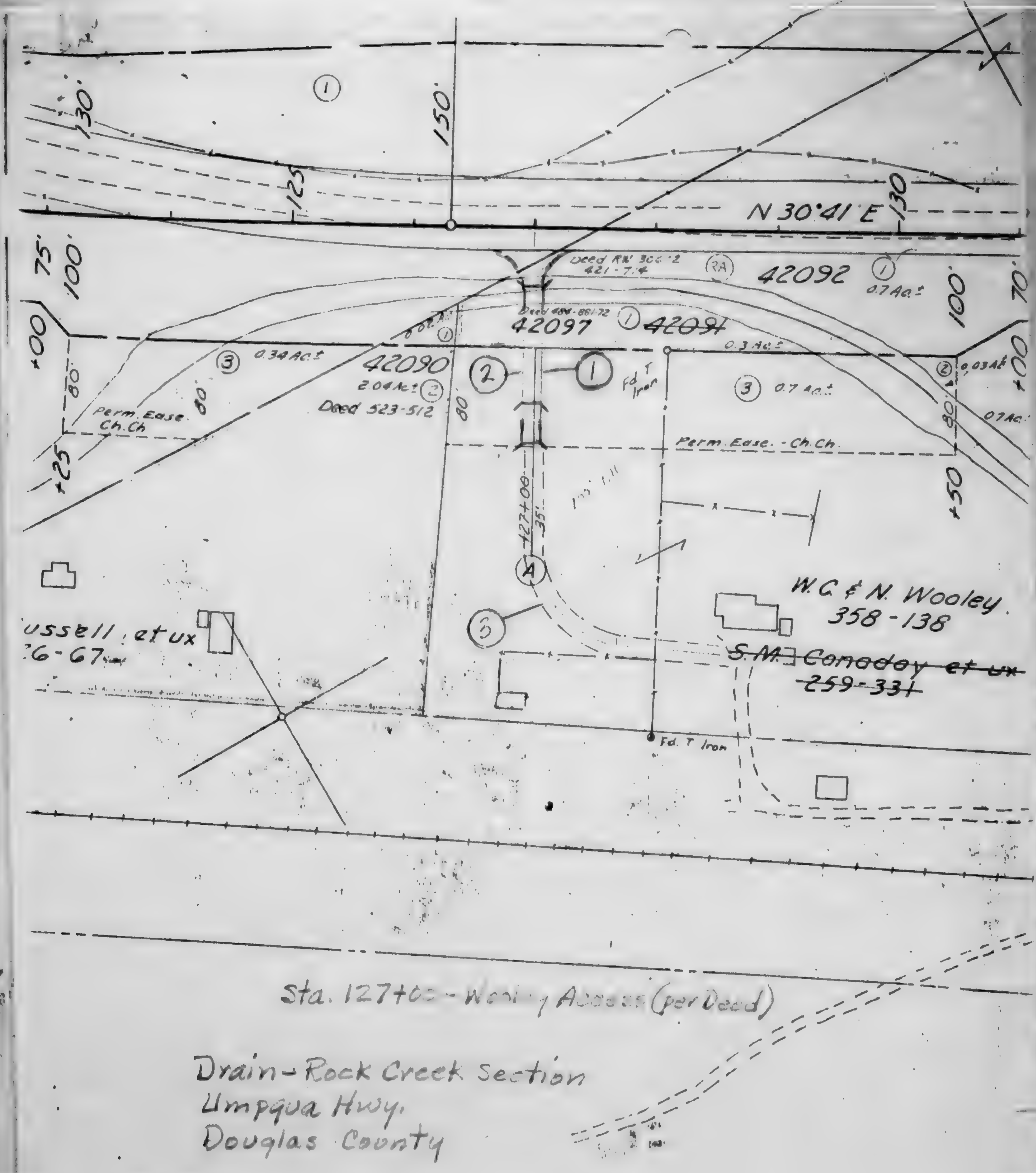


Sta. 127+00 - Wooley Access (per Deed)

Drain - Rock Creek Section
Umpqua Hwy.
Douglas County

[illegible] Wall)

1

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section *Drain-Rock Creek*
Highway *Umpqua* County *Douglas* Prefix *10-1303-905*
Length ______ Miles ______ Designer ______
Signed ______ Title ______ Date *2-10-76*

Grading & Drainage *Construct Fill at End of Structure*		$ *1450.00*
Surfacing		$
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ *1450.00*
+*12½*% Engineering and Contingencies		$ *180.00*
Structures *(Incl. Engr. Costs)*		
16' x 120' structure	$ *65,000.00*	
	$	
	$	
	$	
TOTAL STRUCTURES		$ *65,000.00*
Right of Way		$
TOTAL ESTIMATED COST		$ *66,630.00*

③

Surfacing From End of Structure To Wooley's Hous.

OREGON STATE HIGHWAY DIVISION
JANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Drain - Rock Creek
Highway Umpqua
County Douglas
Prefix
Length
Miles
Designer
Date 2-10-76

GRADING AND SURFACING ITEMS

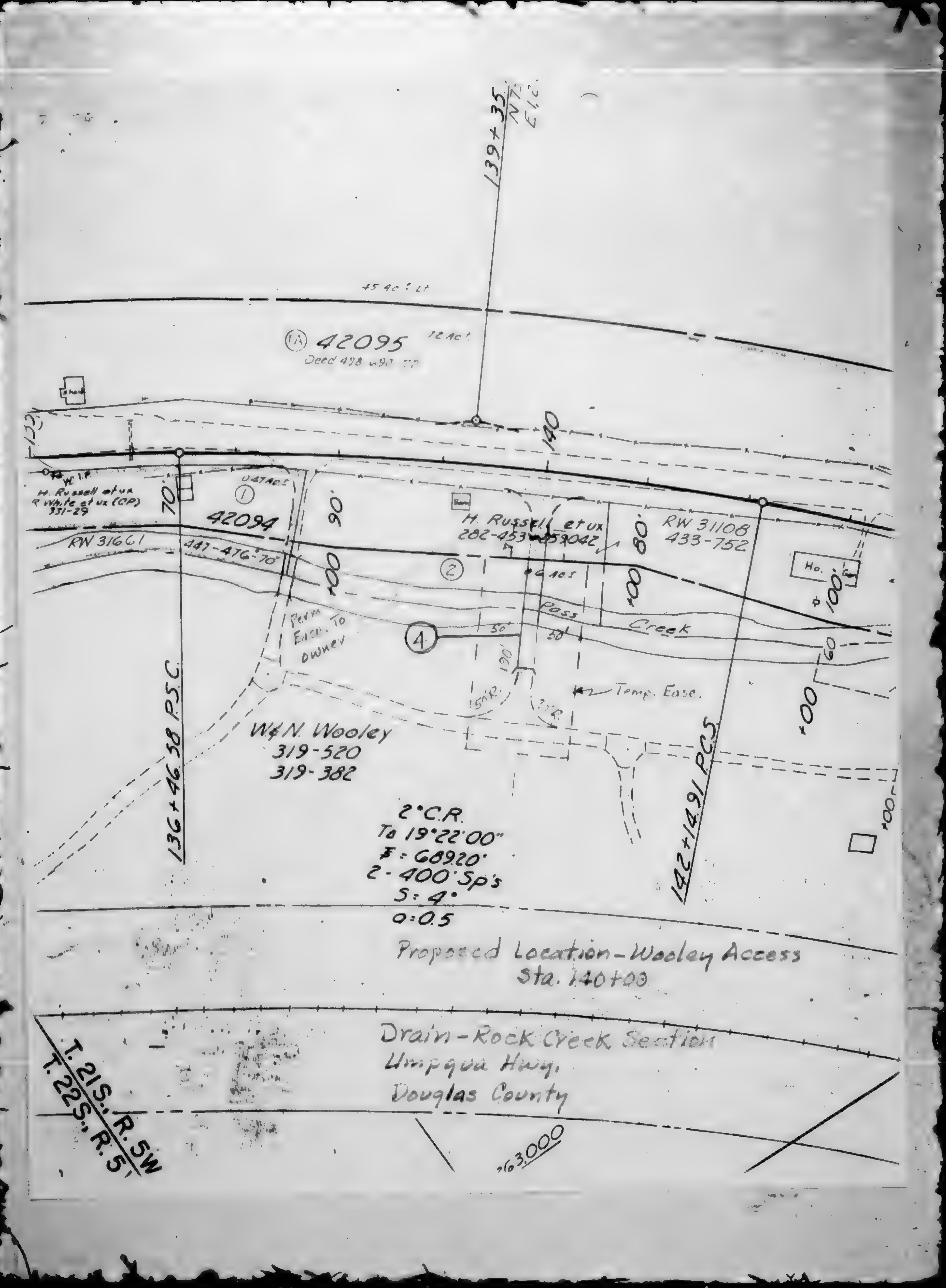
ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Gen. Exc. Required To Make Embankment of 575 C.Y.	C.Y.		100	2.55	$ 255.00
Aggregate Surfacing Mat'l.	Ton		270	5.00	1350.00

Our R/W agreement states property owner to build this road. He was paid $750 for this work - in settlement.

Fred Erikson

Emb. & Surf. from end of structure to Wooley's Road

TOTAL $1605.00



Proposed Location - Wooley Access
Sta. 140+00

Drain-Rock Creek Section
Umpqua Hwy.
Douglas County

[illegible] 140+00

④

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Dra[illegible]
Highway Umpqua County Douglas Prefix 0-1313-905
Length ______ Miles ______ Designer ______ Date 2-10-76
Signed ______ Title ______

Grading & Drainage	Connect Appr. To Extg. Road. + Appr. Fill to structure	$ 3168.00
Surfacing		$
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ 3168.00
+12½% Engineering and Contingencies		$ 396.00
Structures (Incl. Engr. Costs)		
16' x 124' Structure	$ 55,000.00	
	$	
	$	
	$	
TOTAL STRUCTURES		$ 58,564.00
Right of Way		$
TOTAL ESTIMATED COST		$ 58,564.00

[illegible] 45

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 29, 1976

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 42097
Drain-Rock Creek Section
Umpqua Highway
Douglas County

Mr. Wilson's request to negotiate with the Wooleys on the basis of moving their access and bridge from station 127 to 140, has been approved.

Please check with Mr. J.X. Wilson to determine if the bridge at station 140 is preferable to one at 137+60 which would replace a pre-existing bridge. When this is determined, have someone contact Mr. Wooley.

At the present time the only bases of negotiation are that (1) the bridge constructed at station 127 would be so close to the traffic lane as to endanger those people using the access. (2) The design calls for a concrete structure at station 140 and a timber structure at station 127. The amount of damages to the Wooley property, due to the change of access, will have to be determined by appraisal.

Please keep Mr. J.X. Wilson advised of the progress of your negotiation. As this project is on an early schedule, we will need to put this project on "Rush".

JRO:ha
cc J. H. Versteeg ✓
J. X. Wilson
Vern Shull

REFERRED TO

Beard	Reed
Cole	Sample
[✓ Eriksen] JE	Watson
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

/ Versteeg ✓
Cl[illegible]
2 Turpin T
Scott
Swenson
Anderson
Trout

JAN 2[illegible]
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SECTION

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Other

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 23, 1976

FILE: LOC 17

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: File No. 42097
Drain-Rock Creek Section
Umpqua Highway
Douglas County

A replacement bridge to the Wooley property across Pass Creek has been the subject of much discussion, hassle and negotiation during the past few months. I think the alternatives have all been explored and we are now down to the recommendation and conclusion that the structure should be constructed at Sta. 140+00. Also, it should be a precast type structure with a nominal width of 16 feet with single span, if possible.

In the original negotiation, the approach was established at Sta. 127+00. However, the close proximity of the creek channel change and proposed highway at this location does not allow a proper connection here, especially since log hauling rigs are likely to use this facility. Also, the flood plane at this location is much wider and the difficulties and cost of construction are great. We agree with Design that Sta. 140+00 is much more acceptable.

I had originally thought we should re-negotiate with the Wooleys a deal whereby we would make a lump sum settlement calling for them to build at a new location with the type of construction up to them and maintenance their responsibility. This would be the most economical solution, obviously, but since non-performance by Wooley could effectively stop the project, we don't feel this is an acceptable alternative.

The second proposal was for us to construct a log-stringer and timber structure at Sta. 127+00, which is the location Wooley prefers to have the access. Initially it appeared this would be less than half the cost of a concrete structure. As stated previously, connection problems at this location would require an elaborate abutment with wing walls and the total cost would not be much less than a concrete structure.

This is the quick history of developments which I hope gives you an idea of how we arrived at our present recommendation for a concrete structure at Sta. 140+00. With your concurrence, we will proceed on this basis and process the necessary indenture of access forms.

JXW/dt

cc: J. H. Versteeg ✓
J. B. Boyd
Vern Shull
Virgil Wilson

✓

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 23, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Drain-Rock Creek Section
Umpqua Highway
Douglas County

TO: MEMO TO THE FILES

The special conditions for the Division of State Lands removal/fill permit No. 2198 for the project were reviewed January 19, 1976 at a meeting in Mr. Hal Versteeg's office.

The following were present:

Hal Versteeg, Road Design Engineer, OSHD
Frank Terpin, Final Design Engineer OSHD
Jim Lauman, Fish Commission
Eugene Schmitz, Division of State Lands
Don Trout, Office Engineer, OSHD
Tom Savage, Landscape Section, OSHD
Fred Eriksen, Final Design Section, OSHD

A planting plan, prepared by the Landscape section, for the channel change areas was shown. The plan was prepared to meet the requirements of permit condition No. 10. The plant list was composed of native varieties of trees and shrubs. Seeding and mulching of the slopes would also be done. It was suggested that cuttings of native trees and shrubs could be used, instead of rooted plants, to reduce costs. The early seeding and mulching of cut slopes during construction was emphasized, to get as much growth as possible before the heavy rains begin. Grass cover was recommended for the lower portion of channel change slopes subject to annual high water. This may be on the order of 8 or 10 feet of vertical height.

Permit condition No. 1 was criticized by Frank Terpin as being so restrictive it would virtually be impossible to construct the channel changes. Mr. Lauman revised the condition to read, "All efforts shall be taken to minimize any increase in turbidity."

Permit Condition No. 2 and 3--no change.

Condition No. 4--The words "and spoils" will be deleted.

Condition No. 5, 6 and 7--No change.

Condition No. 8a. Frank Terpin explained a plan for constructing

RECEIVED
JAN 30 1976
ROAD DESIGN SECTION
Anderson
Requires Reply

the channel changes in stages. Under Stage 1, a 12-foot bottom width of the channel, farthest from the highway, would be excavated. This material would be hauled over temporary, culvert, stream crossings at the ends of the channel change and placed in embankments on high ground. Pass Creek would be diverted into this channel and the remainder of the work completed under Stage 2.

Stage 2. Condition 8a. will have the following words added, "and to build crossings via culvert and backfill (clean material). Culverts and fill shall be taken out when water is in Stage 1 channel."

Condition 8b. Jim Lauman explained the "uneven bottom" meant some potholes. If the excavation at grade is in hard durable material, some shallow pools, approximately 3-feet deep, should be blasted in it.

Condition 8c. will be deleted.

Condition 8d will read, "The bypass channel (Stage 1) shall be completely excavated before diverting the stream flow."

Condition 8e., 9, 10, 11 and 12--No change.

FE:az
cc: Hal Versteeg
Alfred Shirley
Jim Lauman
Eugene Schmitz
Tom Savage
C. G. Swenson

F3-4 45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1976

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

SUBJECT: Drain-Rock Creek Section
Umpqua Highway
Douglas County

TO: MEMORANDUM TO THE FILES

Preliminary plans for the project were reviewed December 30, 1975 with Region 3 and Construction Section personnel.

Those present were:

Alfred Shirley, Regional Engineer
J. X. Wilson, Region Construction Engineer
Bryant Jackmond, Construction Field Engineer
Frank Terpin, Final Design Engineer
Jack Ayres, Engineer Specialist
Vern Shull, Resident Engineer
Don Hoffman, Transitman
Frank Westcott, Section Foreman
Paul Galloway, Specifications
Fred Eriksen, Design Team Supervisor

Versteeg ✓
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2 Terpin T
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JAN 6 1976
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The following items were discussed:

1. It was recommended that earthwork overhaul not be a pay item, the distribution brackets remain as shown.

2. The need for additional quantities of drain pipe was questioned. It was decided that a total of 1800 to 2000 feet of pipe would be more realistic than the 600 feet presently shown. The additional amount will be added to the plans, and can be used where needed under construction.

3. Drain curb will be added to guard rail locations on the low side of supers.

4. The Region requested that salvagable bridge beams from the existing structures at Sand Creek and Rock Creek be placed at the Deady Stockpile Site at approximately Milepost 7.5, Oakland-Shady Highway #234.

5. I requested the mailbox needs be reviewed for the current project and the number required furnished us. Mr. Shull will forward this information.

6. The old guard rail and guideposts, it was decided, should become the property of the contractor.

7. Access to the Wooley property was discussed. The Region recommended the location at Station 140+00 and that the required bridge be built under the contract. I was to check with R/W the maintenance

obligation. I found that Mr. Sollis has reviewed the file, at the request of R/W, and replied by letter on December 19, 1975. The letter stated that a new "Indenture of access" would have to be prepared, for the change in location, and that the maintenance obligation could be made a part of this agreement.

8. The $1^{1}/_{2}$ inch copper water line between station 50 and station 61 will be checked by Mr. Shull to determine if provision for it should be added to the plans.

9. There are about four existing wells within the R/W, Mr. Shull will check these to determine if any provision should be made for them.

10. The Region recommended that the material source for the project be contractor furnished.

11. At the box culvert locations, as a provision for stage construction, continuous metal rail barrier about 200 feet long, on each side of the roadway was requested.

12. Mr. Shull called attention to construction situations, such as during the change from one stage to the next and blasting and cleanup, it would be necessary to have one way traffic and complete traffic stops. Complete stoppage of traffic should be limited to 20 minutes. The one way traffic areas should have a minimum of one-half mile of two way traffic between them.

13. It was recommended that road crossings for haul vehicles be set for a minimum of $^{1}/_{2}$ mile apart.

14. Mr. Shull gave me the location of three additional road approaches to be added to the plans. Station 90+75 Rt., 100+00 Rt and 167+00 Lt.

15. The Region requested we review the lane drop length for west bound traffic westerly of Smith Road. We will extend the 24 foot width about 100 feet west of Smith Road.

16. It was recommended that we build on the future grade line at the east end of the project, to simplify the future construction at this point.

17. Region requested a bid item for temporary guide posts to be installed during the winter shutdown.

18. The concrete wall encircling the house right of station 131+50 extends into the present highway fill slope and appears to protect the house during high water. It was decided the wall should be left in place and the new embankment meterial placed over it. A note will be added to the plans to cover this detail.

19. The Pass Creek backwater area right of Station 152 to 154 will be partially filled in by the new embankment. A typical section will be added to the plans, calling for selected embankment material in this area.

20. The Region recommended the project be completed in two construction seasons.

21. The salvaging of the existing highway surfacing and detour surfacing was discussed. The Final Design Section will give this further study.

22. Mr. Shull presented a problem dealing with the construction of road approaches. There is no method presently set forth, to indicate how the new construction should be ended where it matches existing approach surfacing. It was his feeling that the butt joint type of ending best solved the aggregate and paving problems. He suggested adding a detail to our approach typicals. An addition to the specifications, covering this, was an alternative suggestion.

FE:az
cc: Alfred Shirley
J. X. Wilson
Bryant Jackmond
Frank Terpin
Jack Ayres
Vern Shull
Don Hoffman
Frank Westcott
Paul Galloway
Fred Eriksen

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 26, 1975

TO Virgil Wilson
R/W Supervisor

FROM J. R. Oakes
Assistant R/W Engineer

SUBJECT File #42097 Wooley
Drain-Anlauf Section
Umpqua Highway - Douglas County

As a result of your request for legal opinion I am enclosing a response from Mr. Sollis to your request in regard to the bridge. If this does not answer your question, please let us know.

JRO:lb

cc: J. H. Versteeg w/attachs. ✓
A Shirley "

Versteeg ✓
2 A. Olson AO
3 Terpin T
Scott
Swenson
R. Olson
Trout

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BY FINAL DESIGN ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

December 24, 1975

Mr. John R. Oakes
Assistant Right of Way Engineer
119 State Highway Building
Salem, OR 97310

Re: R-42097 Wooley
Drain-Anlauf Section
Umpqua Highway - Douglas County

Dear Mr. Oakes

In reply to your memo of December 10, 1975, I have the following to offer.

In reviewing the information that you forwarded to me it is apparent that when the State Highway Division acquired the bridge located at highway engineer centerline station 146+70 it was buying an improvement within the taking. The fact that you allowed the bridge to remain on the highway right of way as a means of access to the abutting property has no relationship to the purchasing of the bridge. By allowing the bridge to remain we were in effect giving the landowner continued access to the highway rather than paying damages for complete restriction of access. From a review of the file it appears that the end of the bridge was just outside the taking and the access control line and thus access to the remaining was maintained.

In the deed from the property owner to the State Highway Division the following paragraph is inserted: "It is understood that the access here and above reserved opposite engineer station 127+00 is to be used and enjoyed in common with others who are presently using the bridge and access opposite engineer station 146+50 and grantors will do whatever is necessary to allow them to use that access opposite station 127+00." By this language in the deed the State recognized the right of the abutting landowner and also the other parties to utilize this access.

If instead of building a bridge at station 127+00 to replace the access at station 146+70 the State now desires to pay Mr. Wooley to build a bridge rather than build it itself this would not be double compensation. The original bridge that was purchased was an improvement in the right of way and it is my interpretation of the agreement that that would be allowed to remain until such time as the new bridge was constructed at station 127. If the Highway Division now wants to pay Mr. Wooley to build at 127+00 instead of constructing it itself I believe this would be proper and would not constitute double payment. In order to provide a cost of cure for the access that will be lost at station 146+70 some other alternative access must be provided and if the most economical way to provide it is to pay Mr. Wooley for the cost of constructing a bridge that is satisfactory to himself and the abutting property owners, to me this would be the best solution. If the bridge or a portion of it is within the highway right of way I see no reason why a road approach permit could not be issued for this stating the location of the bridge and providing that Mr. Wooley would be responsible for the maintenance of the bridge. It is my opinion that such an agreement could be entered into with Mr. Wooley.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

8364

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

December 22, 1975

FROM: A. C. Haywood
Construction Field Engineer

SUBJECT: Drain-Rock Creek Sect.
Umpqua Highway

TO: Hal Versteeg
Road Design Engineer

Attn: Don Trout

I have reviewed the special conditions proposed as requirements to be included in the Division of State Lands permit for the subject project. My comments are as follows:

1. Compliance with this requirement is impossible unless material is absolutely clean gravel. In effect, this requirement forbids any increase in turbidity. A swimmer (or person wading) would violate this requirement. Depending on velocity of water, a reasonable spec. would allow an increase in turbidity of 30 JTU's 50-500' downstream from work area.

2-7. No comment.

8b. Will need to establish what an uneven bottom is.

9a. What is an "upland source"? Recommend "upland" be deleted. I suggest rock be clean, errosion resistant, durable non-degrading.

b. Don't understand.

c. Don't understand.

d. O.K.

e. O.K.

10-12. No comment.

It appears all sections are attainable except:

1. Some degree of turbidity must be allowed during some part of the year or no work can be accomplished in the streams.

ACH:mk

1 Versteeg ✓
A. Olson
Copy Torpin
Scott
Copy Swenson
R. Olson
2 Trout

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DEC 23 1975
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CON 21-4
45
Umpqua

Salem, Oregon
October 28, 1975

Frank E. Terpin
Final Design Engineer F.E.T.

Alfred Shirley, Jr.
Region III Engineer

Drain-Rock Creek Section
Umpqua Highway
Douglas County

Investigation of the new proposed location for the W. C. & N. Wooley access, at Station 140+00 has been completed by the Bridge Design, Final Design and Hydraulics Unit.

The proposal made by Mr. J. X. Wilson, Region Construction Engineer, was to construct an approach fill from the highway to the right of way line and negotiate with the property owner so that he would construct and maintain a bridge (approximately 100 feet long) across Pass Creek.

Mr. Macnab of the Hydraulics Unit advised us the 100 foot bridge with approach fill on the low creek bank would cause 0.5 foot of backwater during high water conditions. The far bank of the creek at this location is about the same elevation as the high water and additional flooding could occur with this backwater.

To reduce the backwater condition to 0.25 foot Mr. Macnab recommended we add two culverts through the approach fill providing 116 square feet additional waterway area. The 100 foot bridge with approach fill and culverts is estimated to cost $85,700.

The alternate design is a 120 foot bridge and a shorter length of approach fill that would not require culverts. This design has a backwater of 0.25 foot also. The approach fill would end approximately twenty feet short of the right of way line. A permanent easement can be granted the property owner for construction and maintenance of the bridge, according to Mr. John Oakes, Assistant Right of Way Engineer. The 120 foot bridge and approach fill is estimated to cost $63,600.

The bridge estimates are based on a sixteen foot width, two precast slab spans with a center pier and pile bents at the ends.

One copy each of the two plans with profiles and cost estimates is attached.

FE:we
Attachments
cc: J. R. Oakes
L. L. Wallace
Steve Macnab
Fred Eriksen

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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Pass Creek Approach To Wooley Property

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Drain - Anlauf
Highway Umpqua County Douglas Prefix ___
Length ___ Miles ___ Designer Al Hansen Date 10-23-75
Signed ___ Title ___

Grading & Drainage $ 2,825.00

Surfacing $ 343.00

Extra Work

$ ___
$ ___
$ ___
$ ___
$ ___
$ ___
$ ___
$ ___
$ ___
$ ___

TOTAL EXTRA WORK $ ___

TOTAL . . . . $ 3,168.00

+12½% Engineering and Contingencies $ 396.00

Structures

120'x16' Structure $ 60,000
$ ___
$ ___
$ ___

TOTAL STRUCTURES $ 60,000.00

Right of Way $ ___

TOTAL ESTIMATED COST . . . . $. 63,564.00

Pass Creek Approach To Wooley Property

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Drain-Anlauf
Highway Umpqua
County Douglas
Prefix ______
Length ______ Miles ______
Designer Al Hansen
Date 10-23-75

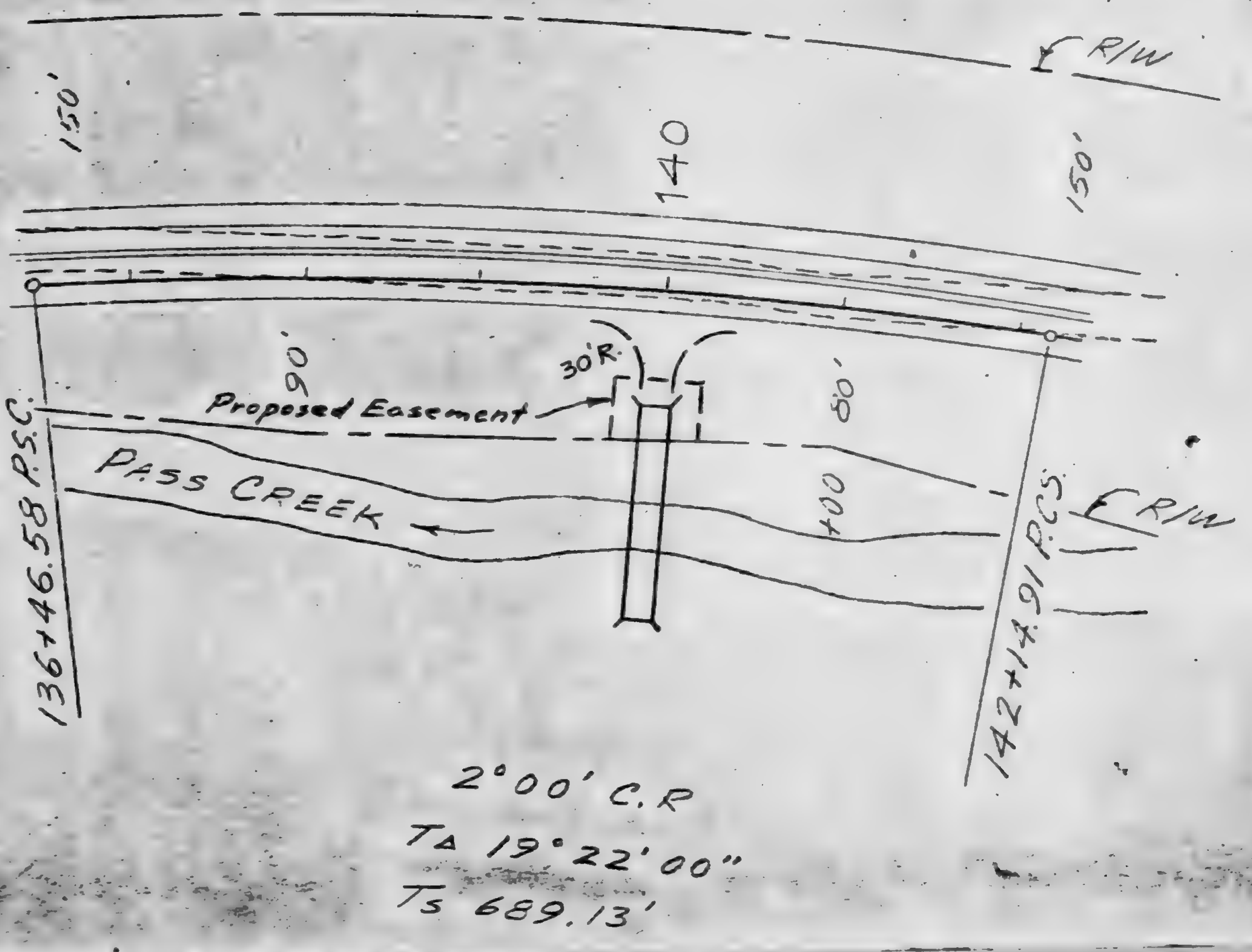
GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Embankment In Place	C.Y.	955		1.75	1,671.00
Aggregate Base Matl.	Ton	40		4.70	188.00
Class "B" Asph. Conc. Mix	Ton	10		7.90	79.00
Asph. Cement In Mix	Ton	.8		95.00	76.00
Riprap (Class 100)	C.Y.	61		14.00	854.00
Filter Blanket Matl.	C.Y.	20		15.00	300.00

TOTAL $3,168.00

Drain-Anlauf Section
Umpqua Hwy.
Douglas County

Approach To Wooley Propert,



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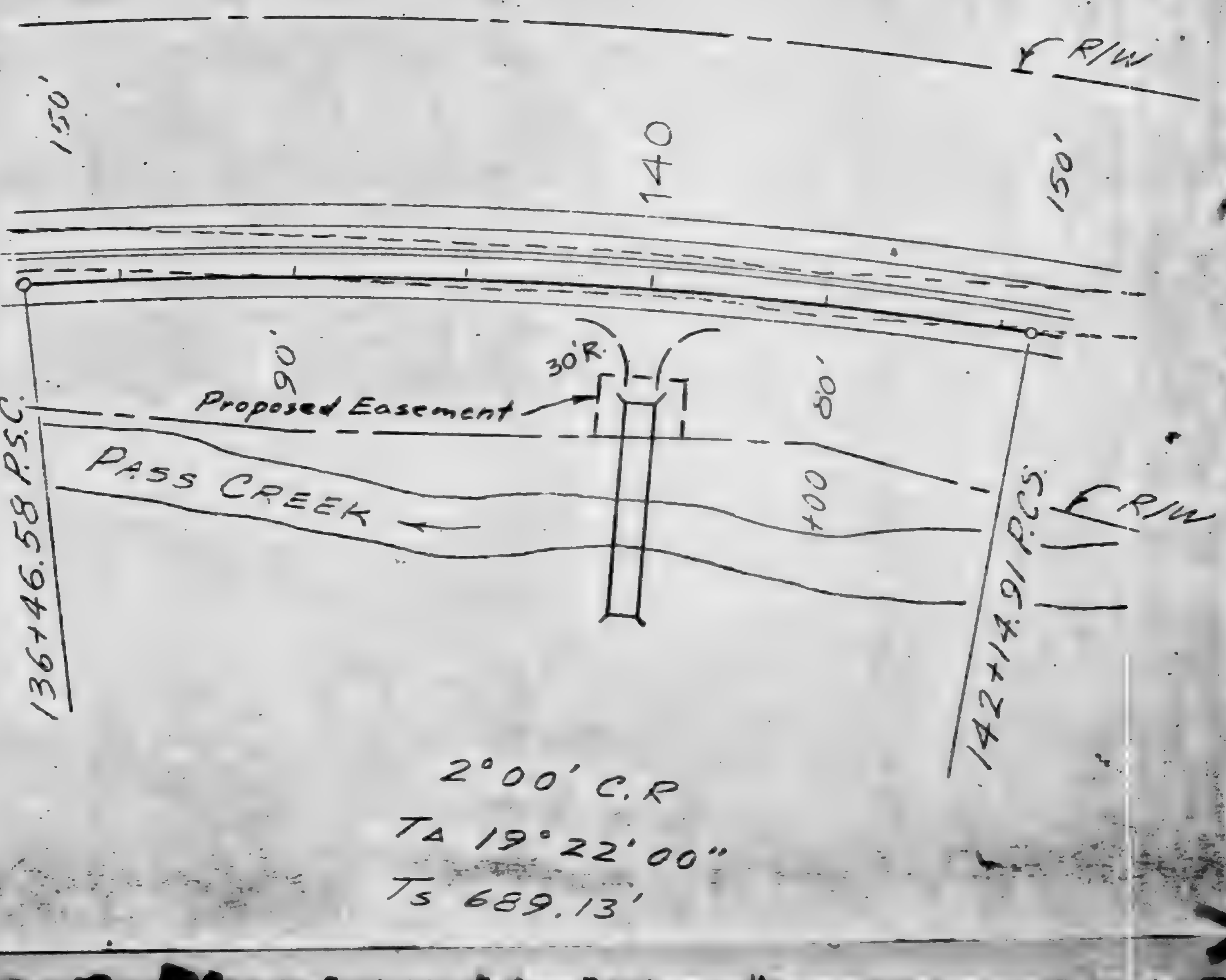
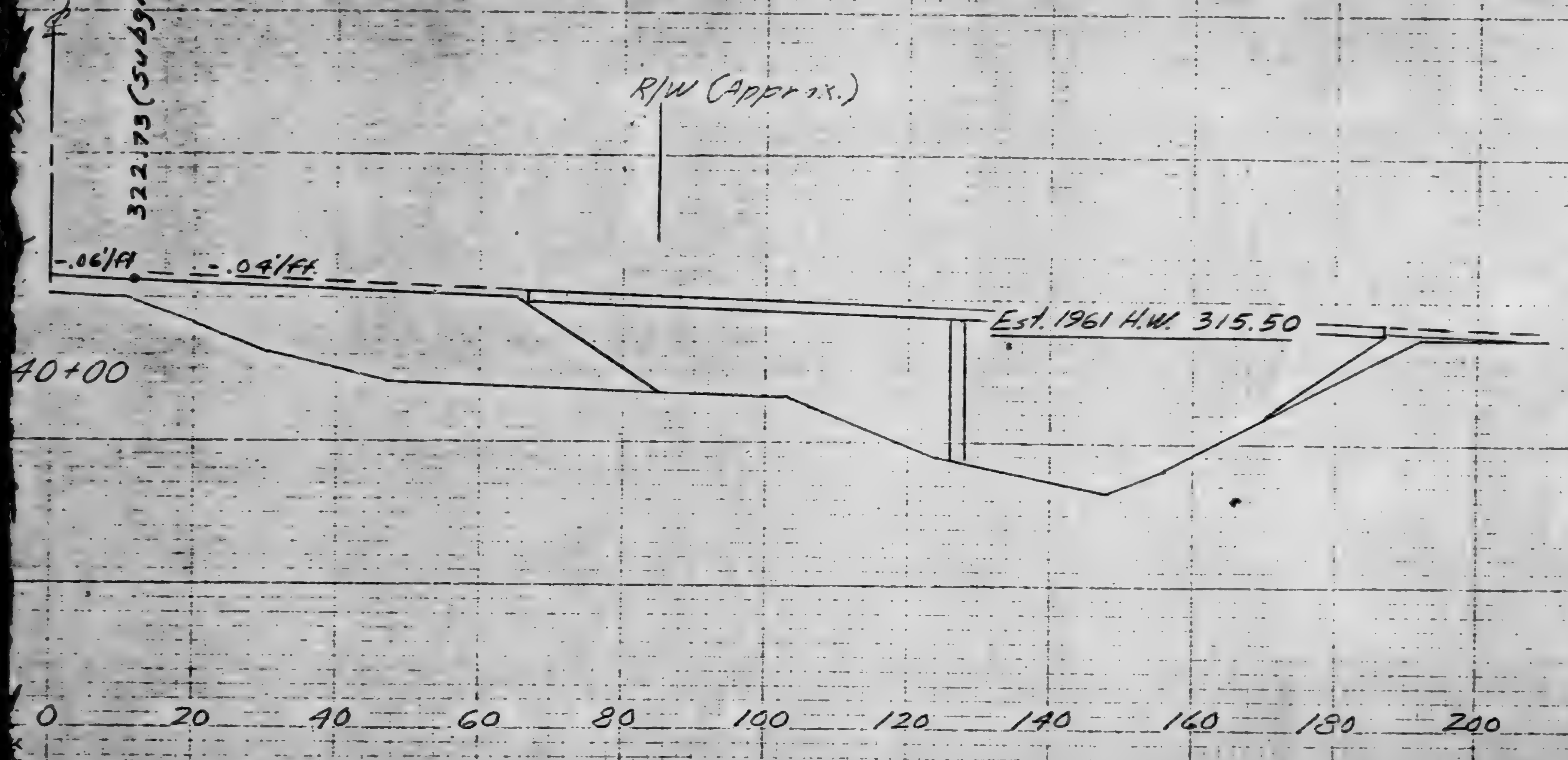
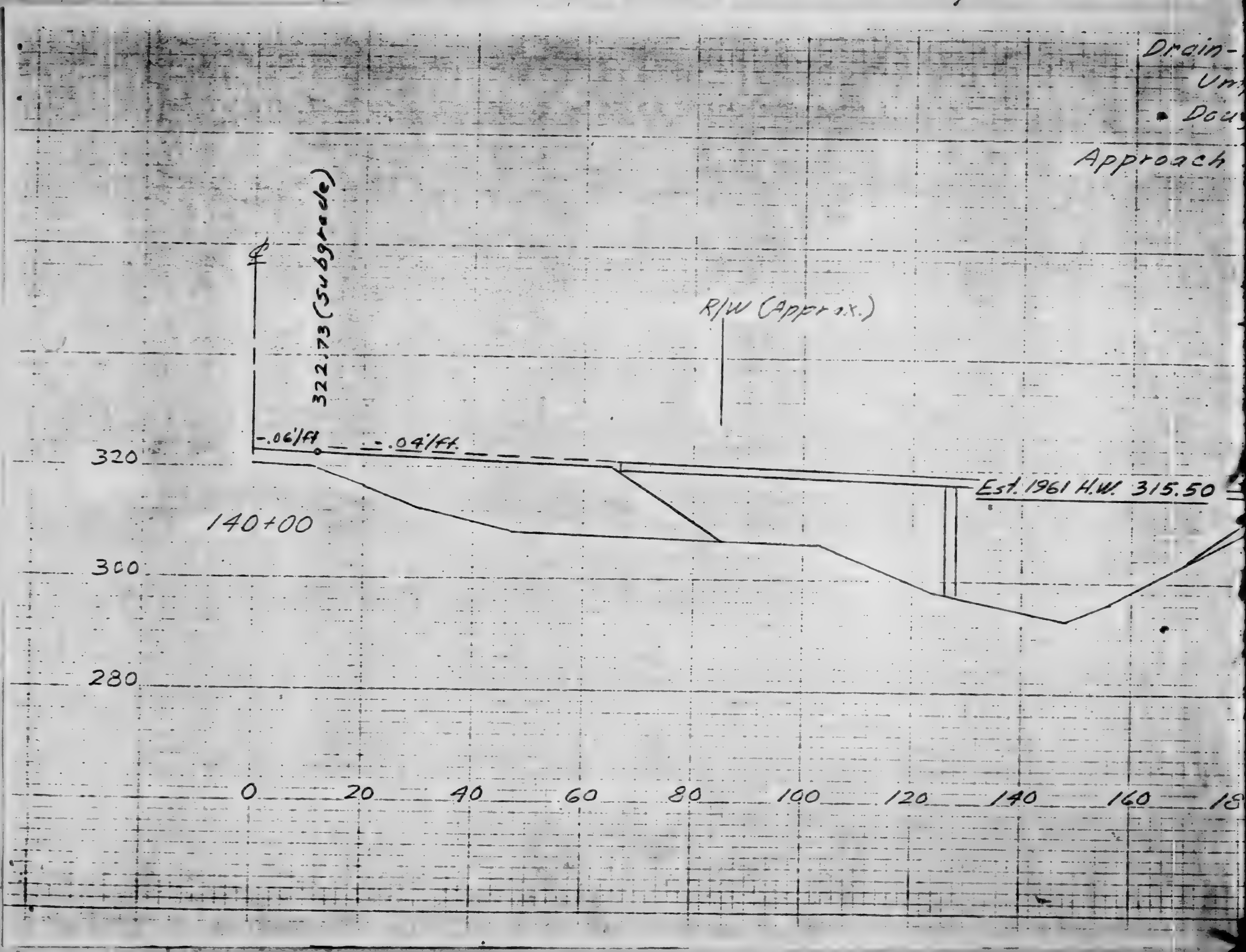


Drain-Anlauf Section
Umpqua Hwy.
Douglas County

Approach To Wooley Propert,

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40
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100
120
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[illegible] approach to county property

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Drain - Anlauf
Highway Umpqua County Douglas Prefix ____
Length ____ Miles ____ Designer Al Hansen Date 10-22-75
Signed ____ Title ____

Grading & Drainage		$ 31,323.00
Surfacing		$ 448.00
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ 31,771.00
+12½% Engineering and Contingencies		$ 3,915.00
Structures		
100'x16' Structure	$ 50,000.00	
100'x20' structure (60,000.00)	$	
	$	
	$	
TOTAL STRUCTURES		$ 50,000.00
Right of Way		$
TOTAL ESTIMATED COST		$ 85,686.00

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

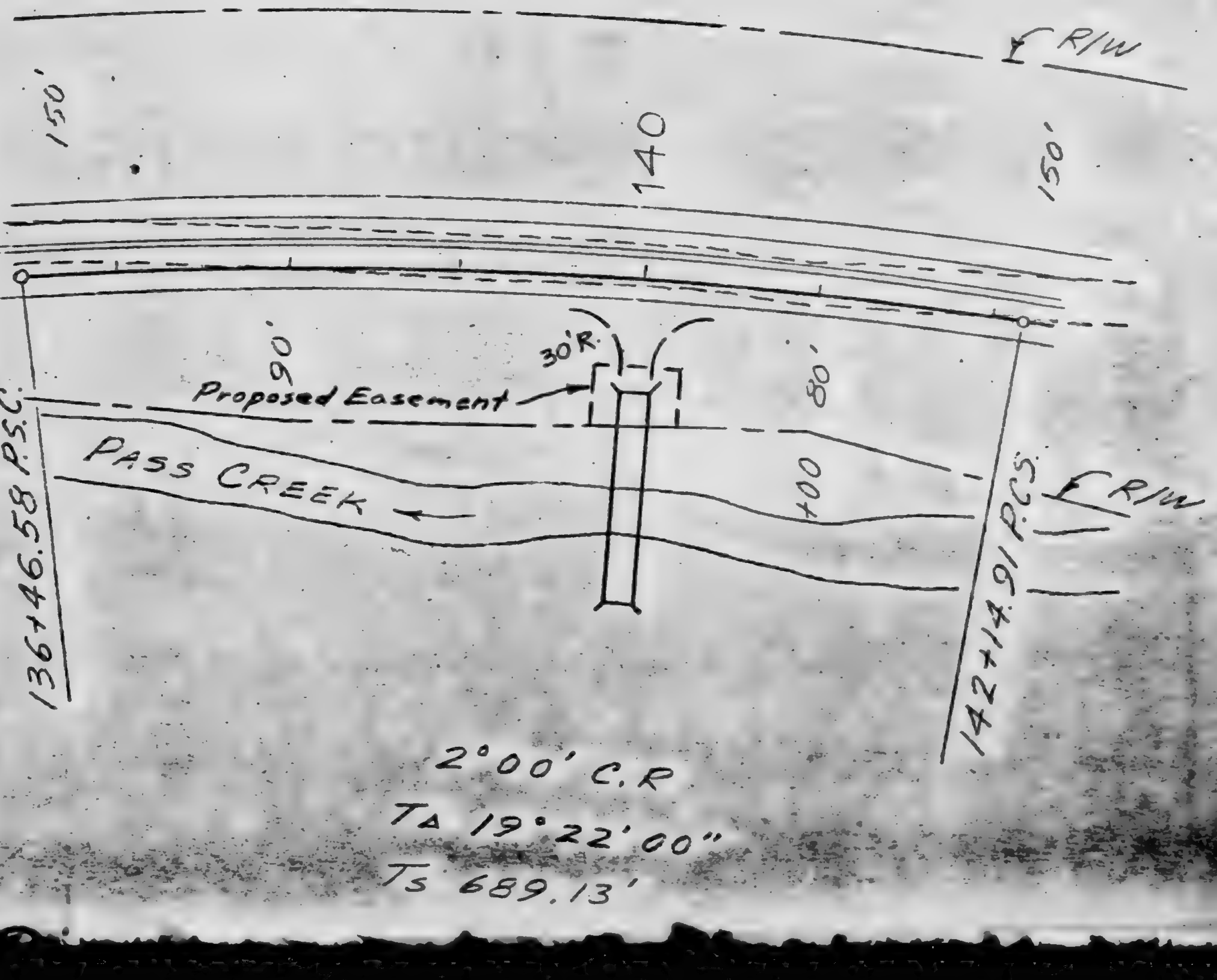
Section *Drain-Anlauf Section*
Highway *Umpqua* County *Douglas* Prefix ____
Length ____ Miles ____ Designer *Al Hansen* Date *10-22-75*

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Embankment In Place	C.Y.	1250		1.75	2,188.00
Aggregate Base Matl.	Ton	53		4.70	250.00
Class "B" Asph Conc. Mix	Ton	13		7.90	103.00
Asph. Cement In Mix	Ton	1		95.00	95.00
Riprap (Class 100)	C.Y.	80		14.00	1,120.00
Filter Blanket Matl.	C.Y.	26		15.00	390.00
128" x 83" Arch Type Pipe	Lin. Ft.	128		215.00	27,625.00

TOTAL $31,771.00

Drain-Anlauf Section
Umpqua Hwy.
Douglas County
Approach To Wooley Proper.



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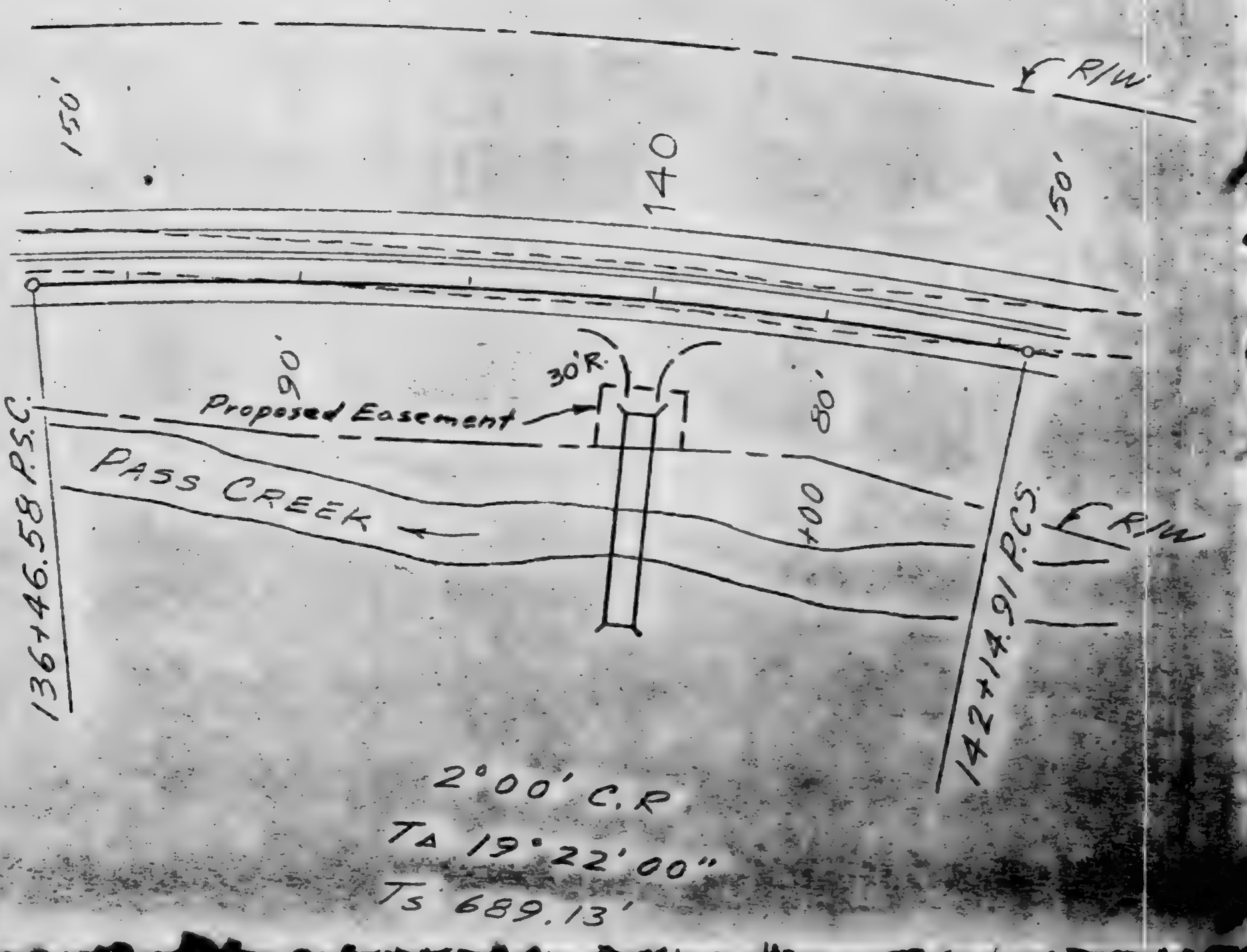
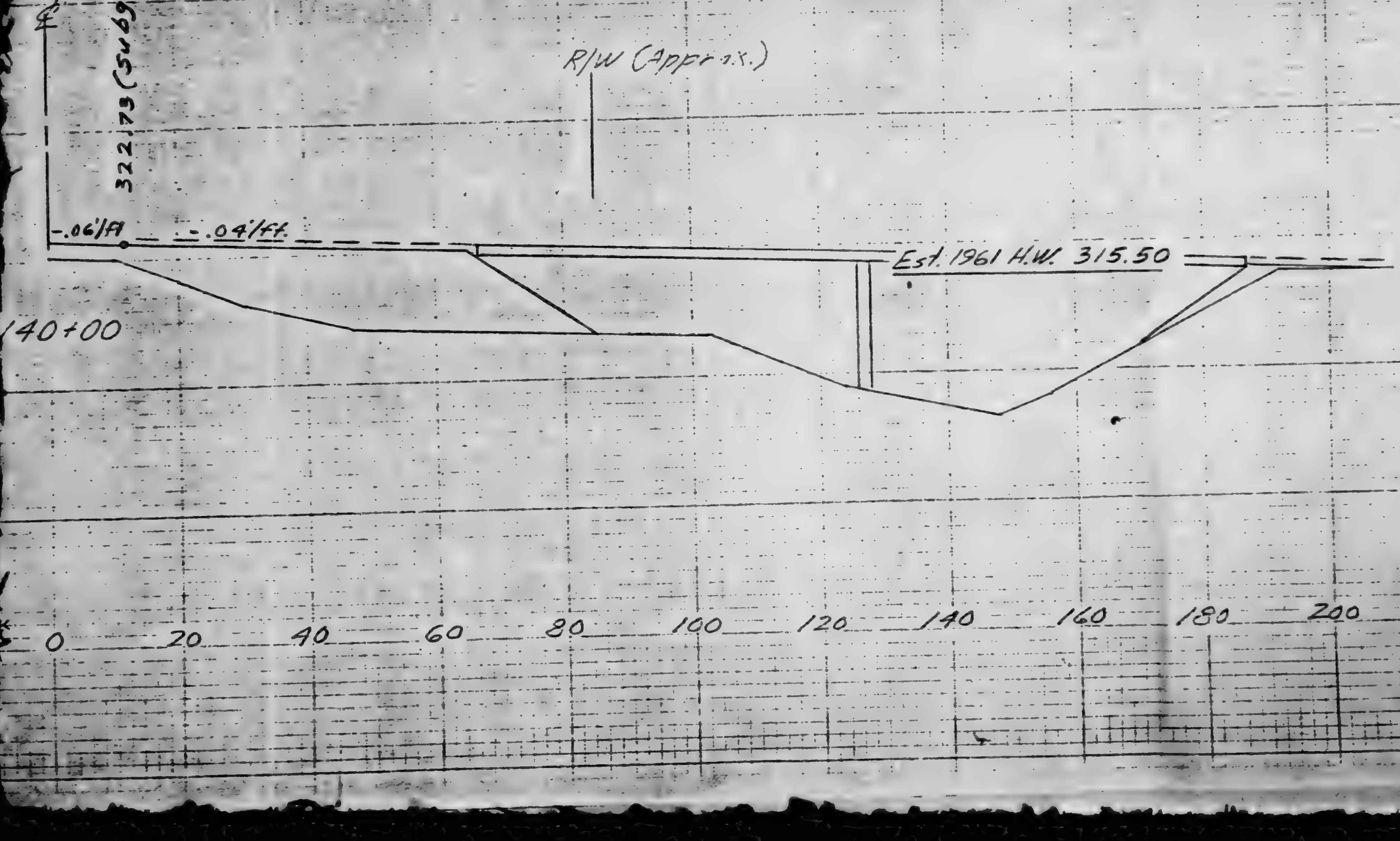
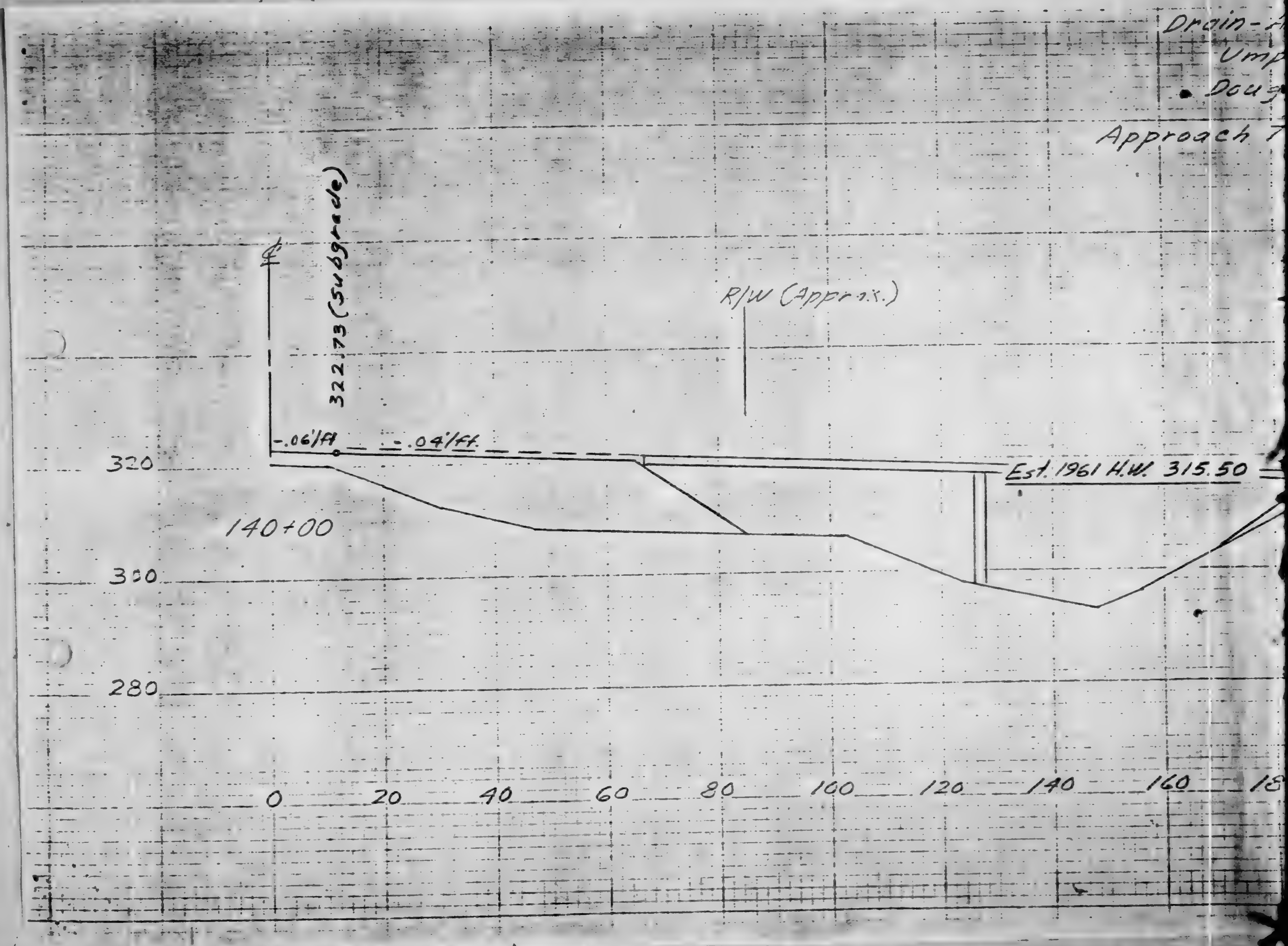


Drain-Anlauf Section
Umpqua Hwy.
Douglas County

Approach To Wooley Propert

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322.73 (Subgrade)
R/W (Approx.)
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Est. 1961 H.W. 315.50
140+00
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8365 Lowell (Pioneer St.) Sec. 1976
City street
(Grading & paving)

C & A 5483 10-24-75

OREGON STATE HIGHWAY DEPARTMENT

Date November 5, 1976

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8365 Prefix 320-1727 Survey Prefix 320-1485

Street Pioneer Street

City Lowell

Payments to Contractor (see attached voucher)	$ 12,958.05*
Engineering and Contingencies	1,708.11
Survey: Total $ 3,774.55 Prorated Share	---
TOTAL	$14,666.16
Agreed State Share	$14,666.16
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

*includes $2.22 interest

10-1

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TOTAL TO DATE JOB COST SUMMARY                                              OCTOBER 1976          PAGE  355
---------------------------------------------------------------------------------------------------------------
                                                                                 FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR   CURRENT MONTH       YEAR TO DATE        TO DATE
  ROGUE RIVER (BROADWAY ST)          315   1726     201       00      17,024.20            17,024.20           17,024.20
                                     315   1726     204       00         851.21CR             851.21CR            851.21CR
                                     315   1726     900       00       1,301.66            1,311.07            1,311.07
                                               ** JOB TOTALS **       17,474.65  **       17,484.06  **       17,484.06  **

                                     315   1727     900       00      12,500.00           12,500.00           12,500.00
                                               ** JOB TOTALS **       12,500.00  **       12,500.00  **       12,500.00  **

  MADRAS CITY ALLOTMENT PROJECT      316   1712     207       00                          11,000.00           25,000.00
                                     316   1712     900       00                                                  .03CR
                                               ** JOB TOTALS **                  **       11,000.00  **       24,999.97  **

  VENETA (SECOND STREET)             320   1726     201       00                                              11,235.81
                                     320   1726     206       00                                                   6.45
                                     320   1726     900       00                                               1,220.81
                                               ** JOB TOTALS **                  **                  **       12,463.07  **

  [redacted]                         320   1727     201       00                          12,955.83           12,955.83
                                     320   1727     206       00                               2.22                2.22
                                     320   1727     900       00           6.40            1,617.39            1,708.11
                                               ** JOB TOTALS **            6.40  **       14,575.44  **       14,666.16  **

  MAPLE ST SEC (FLORENCE)            320   1728     201       00                          10,014.03           10,014.03
                                     320   1728     206       00                               5.83                5.83
                                     320   1728     900       00           6.40            [illegible]         1,162.[illegible]
                                               ** JOB TOTALS **            6.40  **       11,101.32  **       11,182.75  **

  LYONS (14TH AND 15TH STS)          322   1724     201       00                                              11,137.98
                                     322   1724     206       00                                                   2.63
                                     322   1724     900       00                                                 978.00
                                               ** JOB TOTALS **                  **                  **       12,118.61  **

  3RD ST-7TH ST HARRISBURG           322   1725     900       00                                              25,000.00
                                               ** JOB TOTALS **                  **                  **       25,000.00  **

  AUMSVILLE (N 5TH ST) SEC           324   1726     201       00                                               2,031.16
                                     324   1726     201       00 P                                            [illegible]
                                     324   1726     205       00 R                                                15.[illegible]
                                     324   1726     205       00                                               2,339.79
                                     324   1726     206       00                                               2,339.79CR
                                     324   1726     900       00                                               1,674.55
                                               ** JOB TOTALS **                  **                  **       27,040.34  **

  DETROIT (D AND PATTON STS)         324   1727     201       00                                                 100.33
                                     324   1727     201       00 P                                            23,877.03
                                     324   1727     206       00                                                   5.61
                                     324   1727     900       00                                                 731.39
                                               ** JOB TOTALS **                  **                  **       24,714.36  **
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10-74

10

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                                   305  1407   920   00                                     31.77
                                   306  1407   921   00                         56.07      163.07
                                               ** JOB TOTALS **          **     59.17 **  2,051.45 **

BURNS (PARK ST) FOLLEY DR          313  1483   901   00                                     11.56
                                   313  1483   [illegible] 00                         [illegible]
                                   313  1483   [illegible] 00                            1,075.07
                                   313  1483   918   00                                     44.32
                                   313  1483   [illegible] 00                            [illegible]
                                   313  1483   921   00                                    548.72
                                   313  1483   923   00                                     11.21
                                               ** JOB TOTALS **          **           **  1,757.[illegible] **

HINES (SAGINAW AVE)                313  1484   901   00                                     24.13
                                   313  1484   [illegible] 00                            [illegible]
                                   313  1484   920   00                                  [illegible]
                                   313  1484   921   00                                  [illegible]
                                               ** JOB TOTALS **          **           **  [illegible] **

ROGUE RIVER(BROADWAY ST)           315  1429   901   00                                  2,1[illegible]4.58
                                   315  1429   [illegible] 00            3.10   [illegible]  [illegible]
                                   315  1429   [illegible] 00                            [illegible]
                                   315  1429   911   00                           .64       1.6[illegible]
                                   315  1429   914   00                   [illegible]   [illegible]
                                   315  1429   [illegible] 00                   [illegible]   [illegible]
                                   315  1429   921   00                         76.81      1[illegible].48
                                               ** JOB TOTALS **          3.10 **  1[illegible].10 **  2,[illegible].64 **

LOWELL (PIONEER ST)                320  1485   901   00                         28.25    2,203.92
                                   320  1485   905   00                                  1,[illegible].31
                                   320  1485   910   00                                  [illegible]
                                   320  1485   920   00                                     10.[illegible]
                                   320  1485   930   00 &                                    6.70
                                   320  1485   921   00                         10.00CR  [illegible]
                                               ** JOB TOTALS **          **     18.25 **  3,774.55 **

FLORENCE (MAPLE ST)                320  1486   901   00                                  1,[illegible]
                                   320  1486   905   00                                  [illegible]
                                   320  1486   914   00                                     [illegible].31
                                   320  1486   920   00                                  [illegible]
                                   320  1486   921   00                         10.00CR    1[illegible].76
                                               ** JOB TOTALS **          **     10.00CR **  2,[illegible]4.18 **

COMMERCIAL ST (NYSSA)              323  1455   901   00                                  1,[illegible].9[illegible]
                                   323  1455   905   00                                    [illegible]3.97
                                   323  1455   914   00                                     [illegible]
                                   323  1455   920   00                         25.00       42.40
                                   323  1455   921   00                         58.00      100.64
                                               ** JOB TOTALS **          **     83.00 **  2,5[illegible].42 **

                                   324  1470   295   00                                    193.13
                                   324  1470   296   00                                    193.13CR
                                               ** JOB TOTALS **          **           **             **

IDAHO(CHURCH ST BR)MARION/LIN      324  1483   901   00                                    155.53CR
                                   324  1483   [illegible] 00                          4.07      4.02
                                   324  1483   906   00                                    469.53
                                               ** JOB TOTALS **          **      4.07 **    318.12 **

N 5TH ST (HUBBARD)                 324  1490   901   00                                  2,186.77
                                   324  1490   [illegible] 00                          3.10   [illegible]
                                   324  1490   910   00                                    723.77
                                   324  1490   914   00                                     54.47
                                   324  1490   930   00                                     22.[illegible]
                                   324  1490   921   00                         55.77      346.29
                                               ** JOB TOTALS **          **     58.87 **  4,352.17 **
```

FISCAL YEAR

76-77

OREGON STATE HIGHWAY DIVISION

Form 81-734-1922 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 11916

	VOUCHER DATE	TOTAL AMOUNT
Benge Paving P.O. Box 256 Eugene, OR 97401	9/23/76	$ 740.88

Cont. # 8365 Est. # 3F	Principal	$ 738.66
	Interest	2.22
dk		

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control De

8365

15

September 15, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 13, 1976, we wrote to you concerning release of final payment on Contract No. 8365 awarded to Benge Paving, Inc., for work on Pioneer Street in the City of Lowell in Lane County.

Final payment on this contract is $738.66 and the total contract amount is $12,955.83. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Benge Paving, Inc.
P. O. Box 256
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

CONTRACT PAYMENT VOUCHER - COVE

RECEIVED SEP 1 5 1976

FISCAL YEAR 76-77

WARRANT NUMBER

PAYEE Benge Paving P.O. Box 256 Eugene, OR 97401	**VOUCHER DATE** 9-13-76	**TOTAL AMOUNT** $ 738.66

CONTRACT NO. 8365	**ESTIMATE NO.** 3F
PERIOD COVERED: to 7/30/76	

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

APPROVED:

DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

Acting (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, Beverly C. Benge certify that I am Benge Paving Inc. Corp Secretary (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
SEP 1 7 1976
CONTRACT ACCOUNTING

Beverly C. Benge
(Signature)

mailed 9/14/76

FORM 81-734-1020

Cont. 8365

3rd Notif.

8-20-76

SON STATE HIGHWAY DIVISION **TRACT PAYMENT VOUCHER** 1-734-1020	COUNTY Lane	CONTRACT NO. 3365	ESTIMATE NO. 3
	HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
	SECTION LOWELL (PIONEER ST)		PREFIX NO'S.

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
	9N GENERAL EXCAVATION	LUMP SUM	1675.0000	100.000	1675.00	1575.
2	9N TRENCH EXCAVATION	CU YDS	12.0000	21.600	259.20	240.0
03	9N AGGREGATE BASE 9 1/2 IN THICK	SQ YDS	2.1600	2,152.190	4648.73	4571.4
04	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	3.0700	1,852.280	5686.50	5667.5
05	9N 12-INCH CULVERT PIPE	LIN FT	7.8000	30.000	234.00	234.0
06	9N 18-INCH CULVERT PIPE	LIN FT	7.8000	58.000	452.40	452.4

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE	TOTAL CONTRACT ITEMS	12955.83	1286
PREVIOUS VOUCHER NO. 73 PG. 61 3365 , 7075	% RETAINED ON CONTRACT ITEMS		643.01
CHECKED BY: jp/dj	FORCE ACCOUNT		
ENGINEER OR AUDITOR J. Scofield	TOTAL, PAYMENTS	12,955.83	12,217.

ON

UCHER

COUNTY LANE	CONTRACT NO. 8365	ESTIMATE NO. 3	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION LOWELL (PIONEER ST)			

TEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	1675.0000	100.000	1675.00	[illegible]	
	CU YDS	12.0000	21.600	259.20	240.00	[illegible]
9 1/2 IN THICK	SQ YDS	2.1600	2,152.190	4648.73	4571.21	[illegible]
NCRETE 3 INCHES THICK	SQ YDS	3.0700	1,852.280	5686.50	[illegible]	[illegible]
PE	LIN FT	7.8000	30.000	234.00	234.00	
PE	LIN FT	7.8000	58.000	452.40	452.4	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

	TOTAL CONTRACT ITEMS	12955.83	[illegible]	[illegible]
8365	% RETAINED ON CONTRACT ITEMS		643.01	643.01
	FORCE ACCOUNT			[illegible]
Scofield	TOTAL,PAYMENTS	12,955.83	12,217.17	[illegible]

IVISION

VOUCHER

COUNTY Lane		CONTRACT NO. 3365	ESTIMATE NO. 3	PREFIX NO'S.
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.		
SECTION LOWELL (PIONEER ST)				

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TION	LUMP SUM	1675.0000	100.000	1675.00	1675.00	
ION	CU YDS	12.0000	21.600	259.20	240.00	19.20
9 1/2 IN THICK	SQ YDS	2.1600	2,152.190	4648.73	4571.21	77.52
T CONCRETE 3 INCHES THICK	SQ YDS	3.0700	1,852.280	5686.50	5687.57	1.07-
PIPE	LIN FT	7.8000	30.000	234.00	234.00	
PIPE	LIN FT	7.8000	58.000	452.40	452.40	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

3365	TOTAL CONTRACT ITEMS	12955.83	12860.18	95.65
	% RETAINED ON CONTRACT ITEMS		643.01	643.01
	FORCE ACCOUNT			
J. Scofield	TOTAL, PAYMENTS	12,955.83	12,217.17	[illegible]

NARRATIVE REPORT
Lowell (Pioneer St.) Section
City Street
Lane County August, 1976
John T. Scofield, Resident Engineer

This project consisted of the following work on Pioneer St. in the City of Lowell, in Lane County:

1) Construction of roadbed grading, aggregate base, and asphaltic concrete pavement

2) Performance of such additional and incidental work as is called for by the specifications and plans.

This was a State Project, financed by a Special City Allotment.

Benge Paving, Inc. of Eugene was the low bidder on this project with a bid of $13,625.70. The contract was awarded on June 4, 1976.

Work started on the project on June 30TH when the contractor removed some trees and started the grading. The grading was completed on July 1ST. Material from the roadbed was hauled to city property adjacent to the project and was spread on a low area.

On July 2ND the contractor installed the culvert pipe on the project, and started hauling aggregate base. On July 15TH the contractor ginished placing and compacting the aggregate base.

On July 21ST the contractor placed the first lift (1 1/2") of Class "C" A.C. on the project. The final lift and driveways were paved on July 22ND.

Final finishing and cleanup of the project was completed August 19, 1976.

1 Versteeg ✓
Olson
2 Christensen Dor
Scott
Rf copy wenson
Savage
Trout

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SEP 0 3 1976
ROAD DESIGN SECTION

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Requires Approval ☐
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Cole Sample
Z Eriksen FE Watson
Hager Wolfe
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BY FINAL DESIGN ENGINEER

8365

13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lowell (Pioneer St.)

WEEK ENDING: August 28, 1976

SECTION PREFIX: 320-1727

HIGHWAY: City Street

COUNTY: Lane

NAME OF JOB: Lowell (Pioneer St.)

KIND OF WORK: Grade & Pave

CONTRACTOR: Benge Paving, Inc.

CONTRACT NUMBER: 8365

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: June 30, 1976

ESTIMATED COMPLETION DATE: July 30, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 39

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 65

PROJECT AUTHORIZATION: $ 15,601.43

EXCLUSIVE OF ENGINEERING: $ 14,238.86

ENGINEERING AUTHORIZATION: $ 1,362.57

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,957.07

ENGINEERING COST TO DATE: $ 1,642

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9 %

PERCENT OF AUTHORIZATION: 121 %

DATE PROJECT WAS COMPLETED: July 30, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.03	0.03			0.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.03	0.03			0.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	2160 s.y.			1850 s.y.
TOTAL QUANTITIES CORRECTED TO DATE	100%	2152			1853
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	2152			1853
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Fair	0		
MONDAY	Cloudy	0		
TUESDAY	Cloudy-Rain	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear-Fair	0		
FRIDAY	Clear-Fair	0		
SATURDAY		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Green
Berg
RECEIVED
AUG 30 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete. Semi-final Estimate submitted to Region office on August 26, 1976.

This will be the final weekly report for this project.

cc: Construction 2
Region
File

SIGNED Jon T. Scofield
John T. Scofield
LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

5-27-76

LOWELL (PIONEER ST.) SECTION

Eugene Paving
Eugene

CITY STREET

LANE COUNTY

State Project
0.075 mile Grading and Paving

Bids Received May 27, 1976

1.	General Excavation	All Specified		$ 5,025.00	1675-
2.	Trench Excavation	61 cu.yds.	12- 8.00	488.00	732-
3.	Aggregate Base, 9 1/2 inches Thick	2,160 sq.yds.	2.16 2.90	6,264.00	4,665.60
4.	Class "C" Asphalt Concrete, 3 inches Thick	1,850 sq.yds.	3.07 3.30	6,105.00	5,679.50
5.	12-inch Culvert Pipe	54 lin.ft.	7.80 7.50	405.00	421.20
6.	18-inch Culvert Pipe	58 lin.ft.	7.80 9.00	522.00	452.40
		For Comparison of Bids		$18,809.00	13,625.70

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$18,809.00	13,625.70
Anticipated Additional Items: None	-	
	$18,809.00	13,625.70
Contingencies (4-1/2%)	846.41	613.16
Engineering (10%)	1,880.90	1362.57
Estimated Net Authorization, Construction	$21,536.31*	15,601.43

5/27/76 1:45 PM
called city [illegible]

SAFECO INSURANCE CO[illegible]ANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #7 - LANE COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LOWELL (PIONEER ST.) SECTION
CITY STREET

DATE: MAY 27, 1976

PAGE 1

Eugene [illegible]

[illegible] 13,625^{70}
[illegible] 15,754^{60}
[illegible] 15,[illegible]^{99}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	1675	1800	2075
61	C.Y.	Trench Excavation	2	12	6^{90}	11^{31}
2,160	S.Y.	Aggregate Base, 9 1/2 inches thick	3	[illegible]	2^{56}	2^{94}
1,850	S.Y.	thick Class "C" Asphalt Concrete, 3 inches	4	3$^{[illegible]}$	2^{95}	3^{20}
54	L.F.	12-inch Culvert Pipe	5	7^{40}	5^{10}	7^{60}
58	L.F.	18-inch Culvert Pipe	6	[illegible]	6^{40}	8^{66}

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AGC

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
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BID RESULTS

PROJECT NO.: #7 - LANE COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LOWELL (PIONEER ST.) SECTION
CITY STREET

DATE: MAY 27, 1976

PAGE 1

Eugene S&G Eugene 17,198

1. Eugene Paving Eugene 13,625^{70}
2 Wildish Const Co " 13,854^{60}
[illegible]way Const. " 15,947^{99}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	1,675	1,800	2,075
61	C.Y.	Trench Excavation	2	12–	6^{90}	11^{31}
2,160	S.Y.	Aggregate Base, 9 1/2 inches thick	3	2^{16}	2^{56}	2^{94}
1,850	S.Y.	thick Class "C" Asphalt Concrete, 3 inches	4	3^{07}	2^{95}	3^{20}
54	L.F.	12-inch Culvert Pipe	5	7^{80}	5^{10}	7^{60}
58	L.F.	18-inch Culvert Pipe	6	7^{80}	6^{40}	8^{66}

S-1370 4/73

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BID RESULTS

Hal

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PROJECT NO.: #7 - LANE COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

LOWELL (PIONEER ST.) SECTION
CITY STREET

DATE: MAY 27, 1976

PAGE 1

[illegible]

[illegible]

[illegible] Way [illegible]

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	[illegible]		[illegible]
61	C.Y.	Trench Excavation	2	[illegible]	[illegible]	11 31
2,160	S.Y.	Aggregate Base, 9 1/2 inches thick	3	[illegible]	[illegible]	[illegible]
1,850	S.Y.	Class "C" Asphalt Concrete, 3 inches thick	4	[illegible]	[illegible]	[illegible]
54	L.F.	12-inch Culvert Pipe	5	[illegible]	[illegible]	[illegible]
58	L.F.	18-inch Culvert Pipe	6	[illegible]	[illegible]	8 6
				[illegible]	[illegible]	1594 23

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BEN GIFFORD

Section Lowell (Pioneer St.)
Programming Estimate $ 22,000
Highway City Street 4-9-76
Project Length 0.075 mile
County Lane
Completion Time 60 Cal. workdays
Late Aug 76
Kind of Work Grading & Paving
Prefix 320-1485-921
FA Project No. —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 18,809.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Stage Construction Striping	
Temporary Erosion Control	
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts	
Pipe Bedding Materials	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Adjust Utilities	
Misc. Permit Fees	

$ —

$ 18,809.00

Contingencies (4-1/2%) 846.41

Engineering (10 %) 1,880.90

SUBTOTAL $

Credit for:

Estimated Net Authorization, Construction $ 21,536.31

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ MPE ☐

OREGON STATE HIGHWAY DIVISION
S ARY—BID SCHEDULE—COST ESTIMA.

Sheet 1 of 1
Date 19 March 76
Section Lowell (Pioneer St)
County Lane
Kind Of Work Grading & Paving
Length 0.075 mi.
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	General Excavation		All Spec.	Lump Sum		5,025.00
	Trench Excavation		Cu. Yd.	61	8.00	488.00
	Aggregate Base, 9½ inches thick		Sq. Yd.	2160	2.90	6,264.00
	Class "C" Asphalt Concrete, 3 inches thick		Sq. Yd.	1850	3.30	6,105.00
	12-inch Culvert Pipe		Lin. Ft.	54	7.50	405.00
	18-inch Culvert Pipe		Lin. Ft.	58	9.00	522.00
	TOTAL					18,809.00

No R/W Map

INDEX OF SHEETS

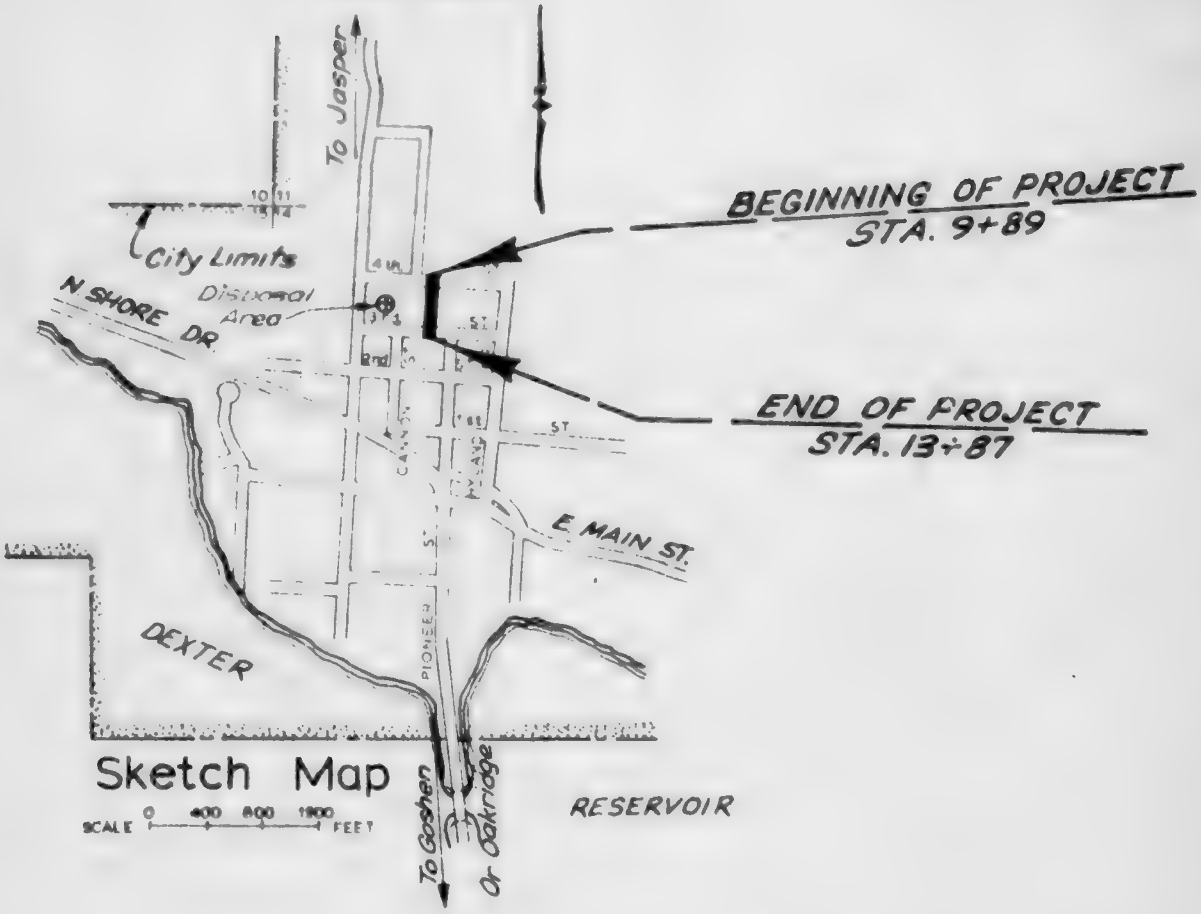
SHEET NO	DESCRIPTION
1	Sketch Map, Typical Section, Details & Summary
2	Plan & Profile

7-22-76

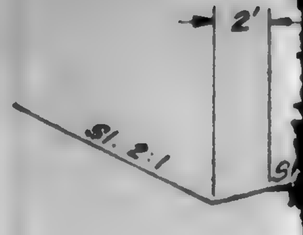
RE
COUN

☐ ENGR
☑ UPE

LOWELL
T.18 S, R 1 W, W.M.



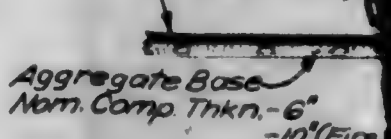
Sketch Map



PRELIMINARY COPY
SUBJECT TO CHANGE

S U M M A R Y

ITEM	UNIT	QUANTITY



ASPHALT CON

Eriksen-Hirte-Kandle

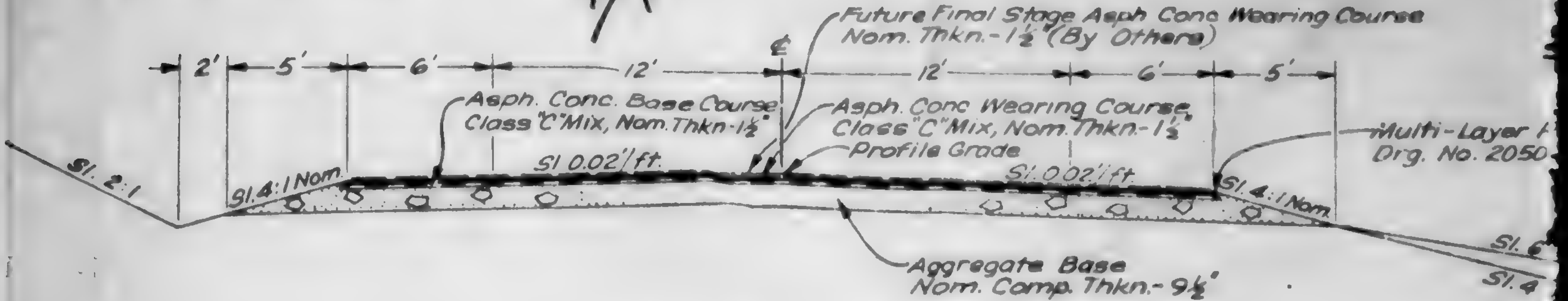
SCA

OREGON STATE HIGHWAY DIV
GRADING & PAVING
LOWELL (PIONEER ST.) SE
CITY STREET
LANE COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

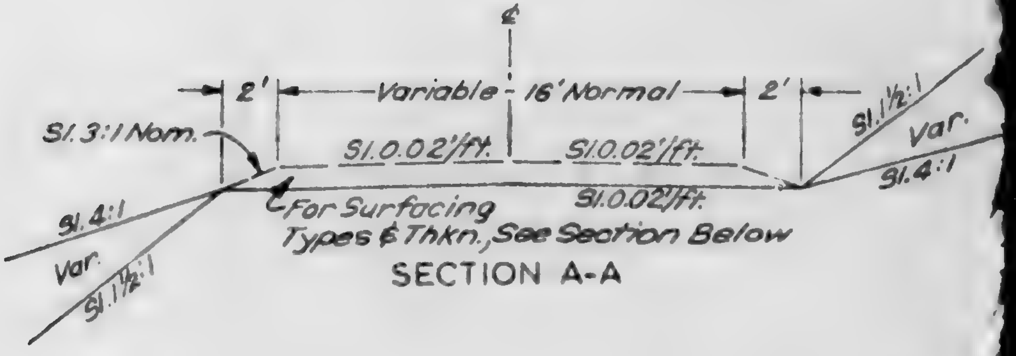
PRELIMINARY COPY
MAR 1 5 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT



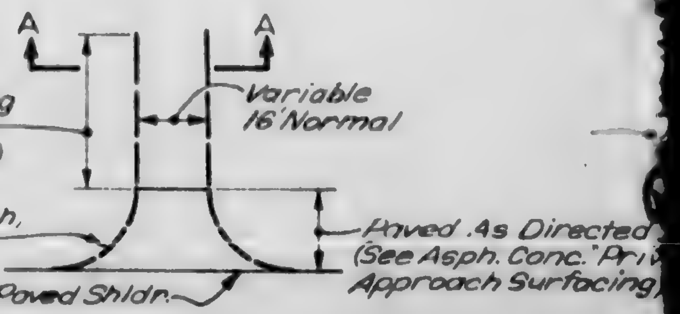
STA. 9+89 To STA. 13+87

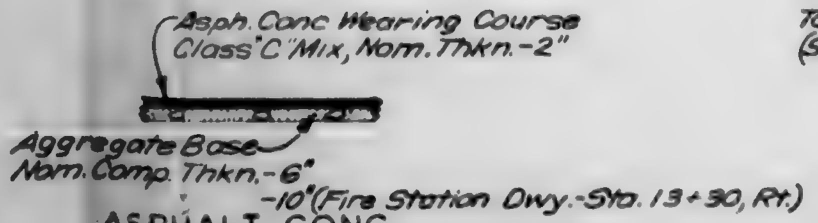
PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Lowell
BY MAYOR Robert C. Smit
BY RECORDER Cheryl
DATE March 22, 1976



SECTION A-A




Asph. Conc Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Aggregate Base
Nom. Comp. Thkn.-6"
-10" (Fire Station Dwy.-Sta. 13+30, Rt.)

ASPHALT CONC.

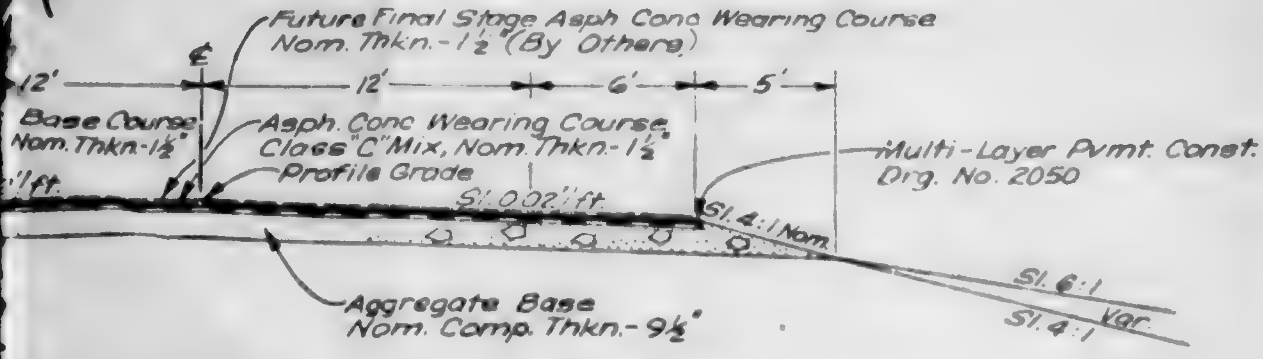
PRIVATE APPROACH SURFACING

SCA Lowell

PRELIMINARY COPY
MAR 15 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

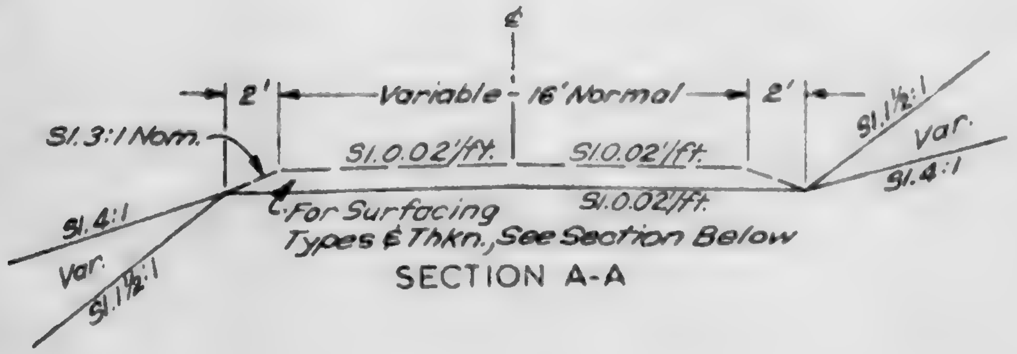
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
LOWELL (PIONEER ST.) SECTION
CITY STREET
LANE COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 1 TOTAL SHEETS
10	OREGON			See Index

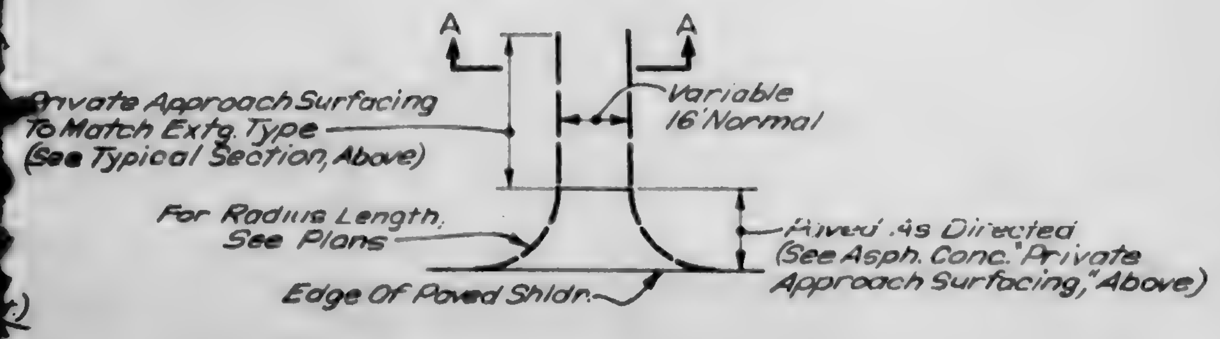

Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
¢
12'
12'
6'
5'
Base Course Nom. Thkn. - 1½"
Asph. Conc. Wearing Course, Class "C" Mix, Nom. Thkn. - 1½"
Profile Grade
'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Multi-Layer Pvmt. Const. Drg. No. 2050
Sl. 6:1
Var.
Sl. 4:1
Aggregate Base Nom. Comp. Thkn. - 9½"

TA. 9+89 To STA. 13+87

APPROVED
CITY OF Lowell
BY MAYOR Robert C. Smith
BY RECORDER Cheryl Gribskov
DATE March 22, 1976



SECTION A-A


A
A
Private Approach Surfacing To Match Extg. Type (See Typical Section, Above)
Variable 16' Normal
For Radius Length, See Plans
Paved As Directed (See Asph. Conc. "Private Approach Surfacing," Above)
Edge Of Paved Shldr.

E APPROACH SURFACING

SC A-76
Lowell

March 16, 1976

Miss Carol A. Hallberg
City Recorder
City of Lowell
City Hall
Lowell, OR 97452

Dear Miss Hallberg:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project ~~in~~ on Pioneer Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 36-foot wide street, as shown on these preliminary plans, is currently estimated to cost $22,660. The State's share would be $22,660.

Recommended changes you suggest should reach this office by April 1, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for – H

Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

Encl.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NARRATIVE REPORT
Location Survey
Lowell (Pioneer Street)
Lane County - Prefix 320-1485
John T. Scofield January, 1976

This location survey was made to prepare plans and specifications for grading and paving one block section of Pioneer Street in the City of Lowell. The section is between Third St. and Fourth St. Total length of the project including construction of intersection at Third and Fourth Sts. is 0.075 miles.

The typical section used was the same as used on the Lowell (Cannon and Hyland Sts.) Project in 1973. The pavement was 32 ft. wide, with 5 ft. rock shoulders on both sides. The aggregate base was 9 1/2 inches thick with 3 inches of class "C" asphaltic concrete pavement. A 1/2 foot deep ditch was included on both sides.

The excavation for the project is estimated at about 900 c.y.'s being excess. The City of Lowell would like to have this material to fill some low ground on their adjacent property.

Project drainage is carried in ditches to an existing drainage ditch which crosses under the road at station 11+80. The existing 12-inch culvert with 2 inlets has adequately handled the drainage in the past. An 18-inch culvert should be used to replace this 12-inch pipe. This should handle further development of the area east of Pioneer St. The drainage ditch crossing at 11+80 drains from east to west.

This project can be built within the existing 60 foot right-of-way. The project is an upgrading of an exisiting gravel road, and shouldn't have any adverse environmental impact. Four small alder trees will have to be removed. This project should have very little affect on traffic patterns, as Pioneer St. is not a direct route through the City of Lowell.

The construction on this project will not require the relocation of any utilities.

7365

1

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Pioneer Street (From 3rd -4th Streets)

Highway: Lowell City Street

County: Lane

Prefix: 320-1485

Res. Engr: John Scofield

Date January 26, 1976

Ten Year Traffic Coefficient 5.5

18 kip s.a. per day 4.2

R value 6

Frost Penetration

CBE Total Requirement 18.5"

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTE

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (F.A.)	3.0
3.0"	A.C.(I)	6.0
9.5"	A.B.	9.5
14.0"		18.5

RECEIVED
STATE HWY ENGR
JAN 27 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County - City

Form 81-734-3040

TABULATION SHEET

SHEET 1 OF 1 SHEETS

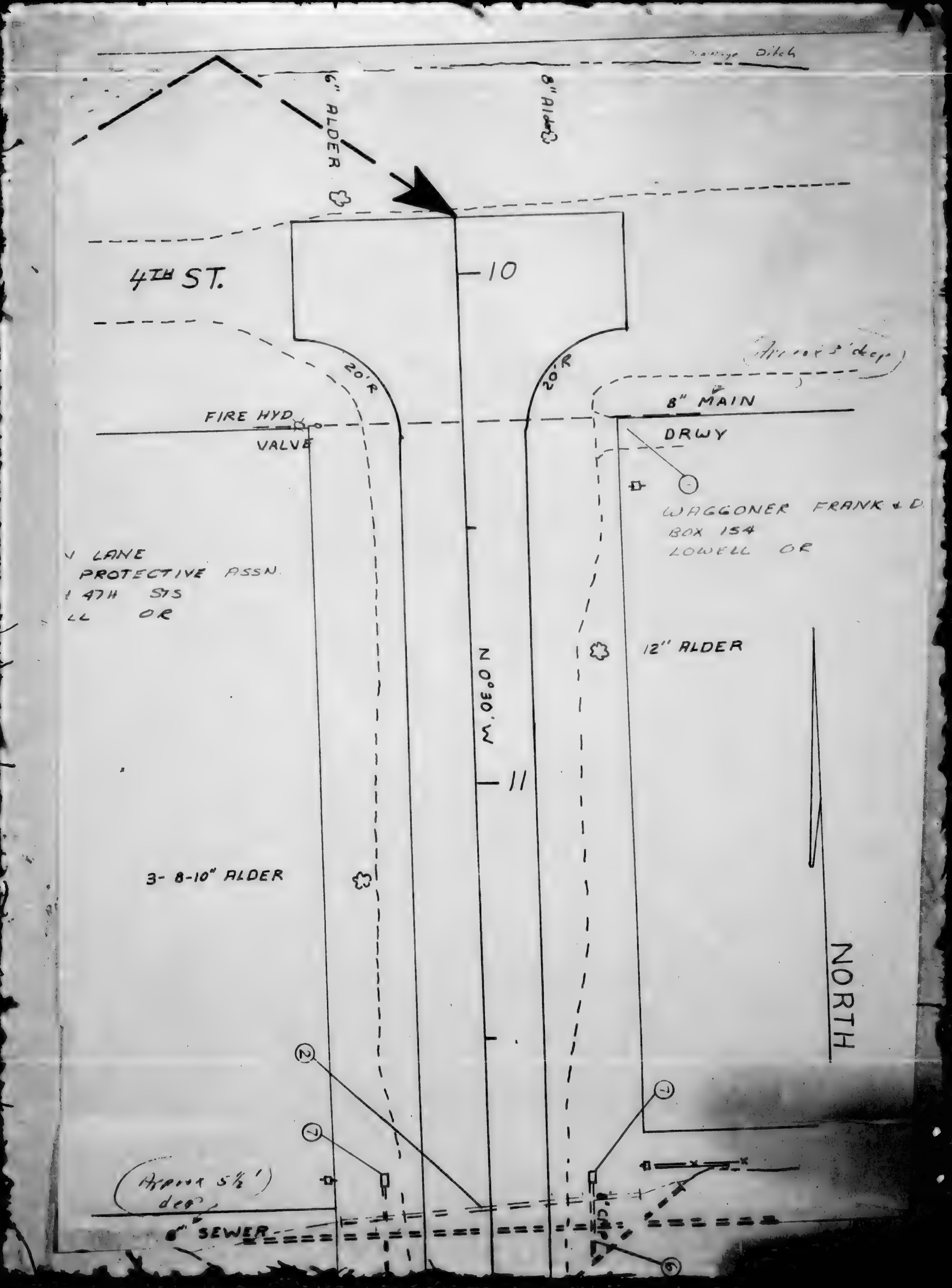
OREGON STATE HIGHWAY
DIVISION

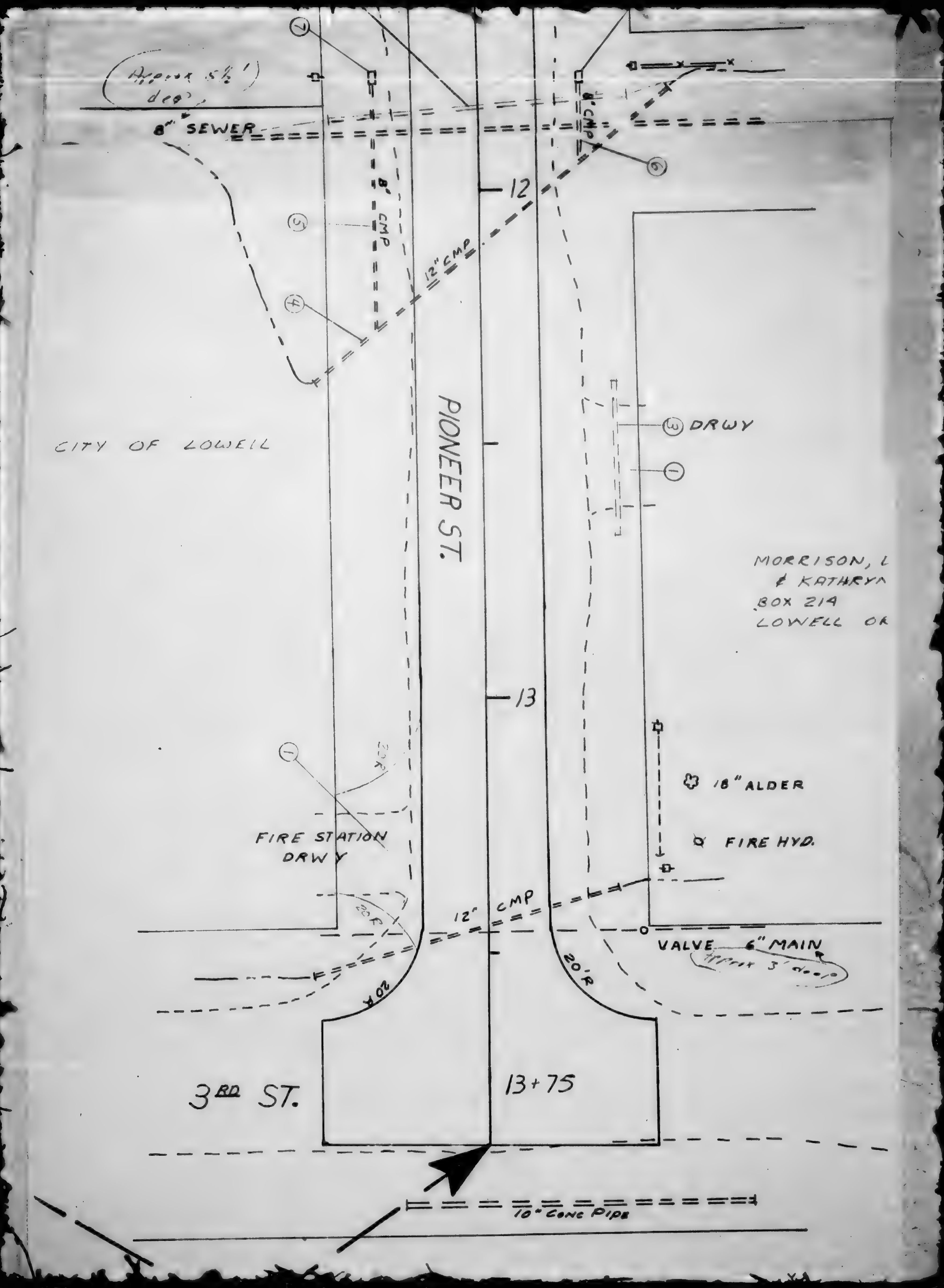
Cost Estimate
Lowell (Pioneer Street)
John T. Scofield, Res Engr.

Prefix: 320-1485
January 6, 1976

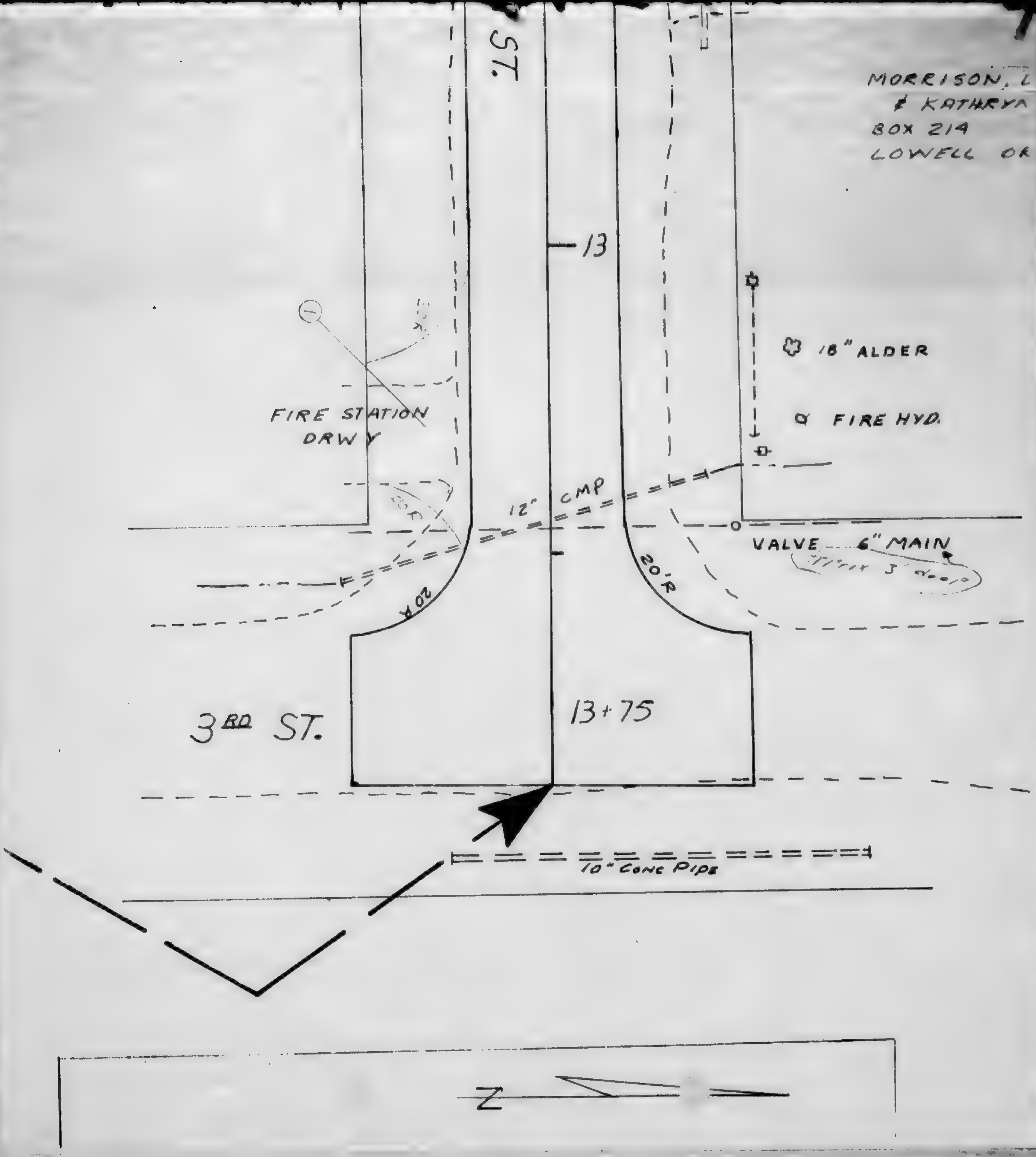
Item No.	Item	Quanity	Unit	Unit Price	Price
1	Temporary Protection & Direction of Traffic	All	Lump Sum	$1,500	$1,500
2	Removal of Structures & Obstructions	All	Lump Sum	$400	$400
3	General Excavation	All	Lump Sum	$5,000	$5,000
4	Trench Excavation	40	C.Y.'s	$10	$400
5	Aggregate Base	1,100	Tons	$4	$4,400
6	Class "C" Asphaltic Concrete	320	Tons	$18.50	$5,920
7	18" Culvert Pipe	60	Lin. Ft.	$15.00	$900
8	12" Culvert Pipe	30	Lin. Ft.	$12.00	$360
	Sub-Total				$18,880
	Engineering & Contingencies (20%)				$3,780
	Total				$22,660

Note: Estimated costs for items 2-8 were received by phone from
Cliff Layton (1-6-75)
Estimated cost for item 1 received from Road Design.

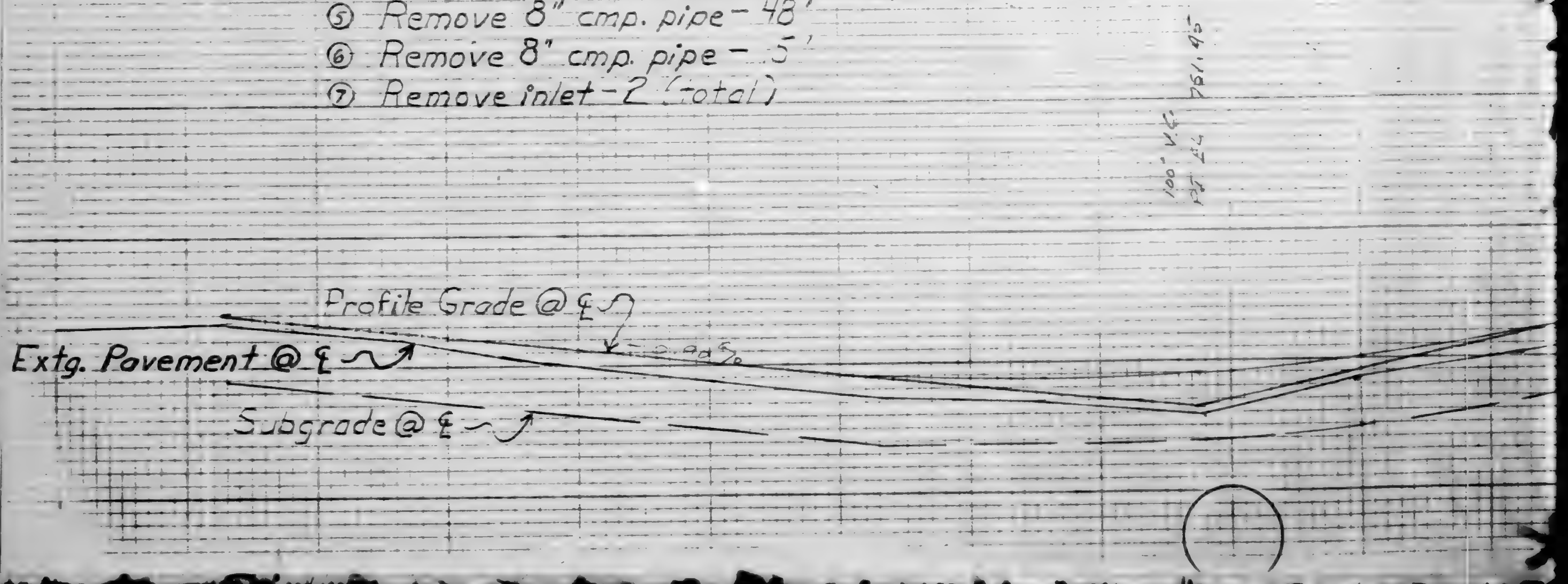

Drainage Ditch
6" ALDER
8" Alder
4TH ST.
10
20'R
20'R
(Approx 3' deep)
8" MAIN
FIRE HYD
VALVE
DRWY
WAGGONER FRANK & D.
BOX 154
LOWELL OR
LANE
PROTECTIVE ASSN
47H STS
LL OR
12" ALDER
N 0°30' W
11
3- 8-10" ALDER
NORTH
2
7
7
(Approx 5½' deep)
6" SEWER
6" CMP
6

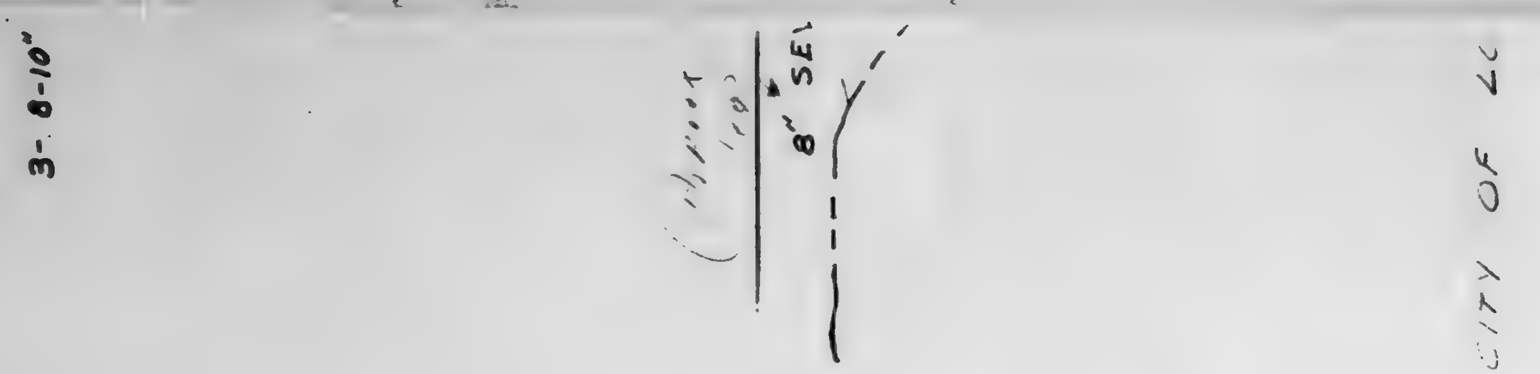

(Approx 5½' deep)
⑦
8" SEWER
8" CMP
⑥
12
⑤
8" CMP
12" CMP
④
PIONEER ST.
CITY OF LOWELL
③ DRWY
①
MORRISON, L
& KATHRYN
BOX 214
LOWELL OR
13
①
20'R
18" ALDER
FIRE HYD.
FIRE STATION
DRWY
12" CMP
20'R
VALVE 6" MAIN
Approx 3' deep
20'R
20'R
3RD ST.
13+75
10" Conc Pipe

MORRISON, L
& KATHRYN
BOX 214
LOWELL OR

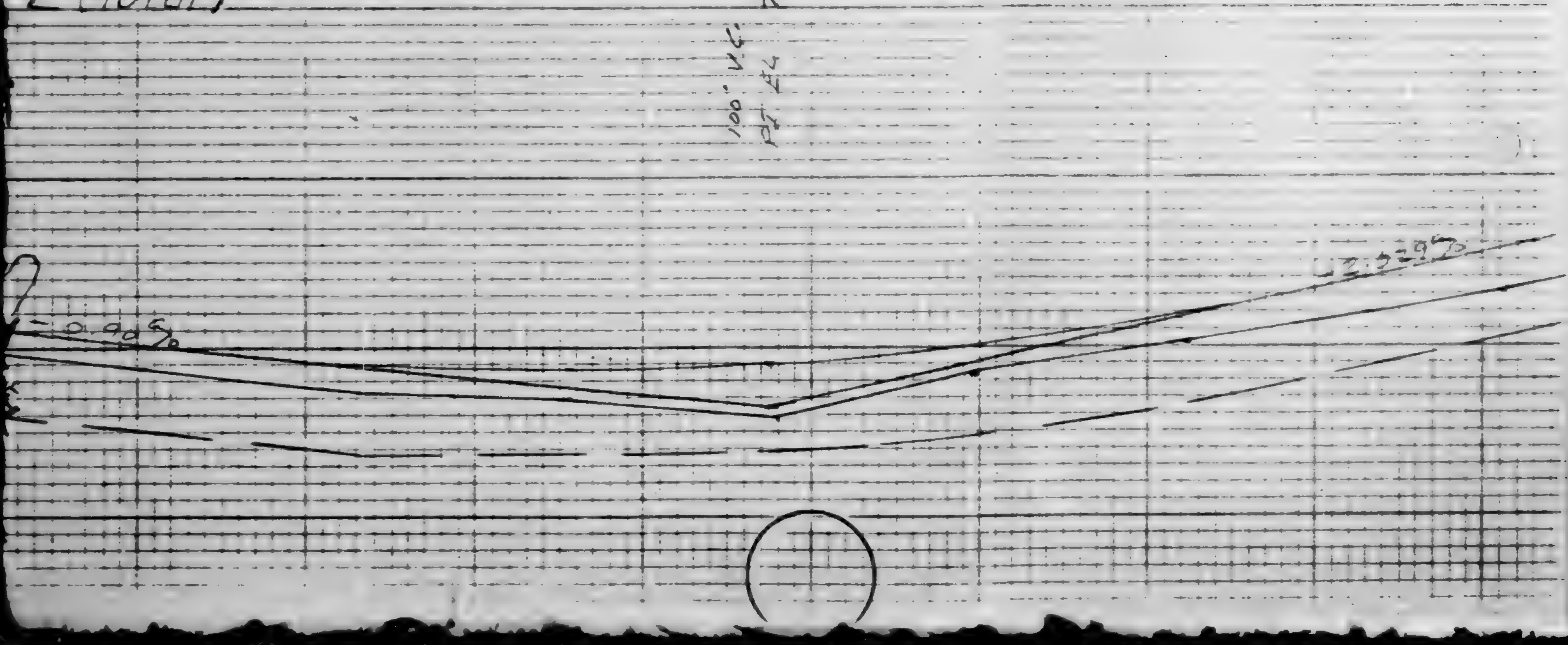


① Construct road approach - 3 (total)
② Install 18" cmp pipe 58' with 2:1 end slopes and inlet & outlet ditches -
③ Install 12" cmp. pipe - 30'
④ Remove 12" cmp. pipe - 90'
⑤ Remove 8" cmp. pipe - 48'
⑥ Remove 8" cmp. pipe - 5'
⑦ Remove inlet - 2 (total)



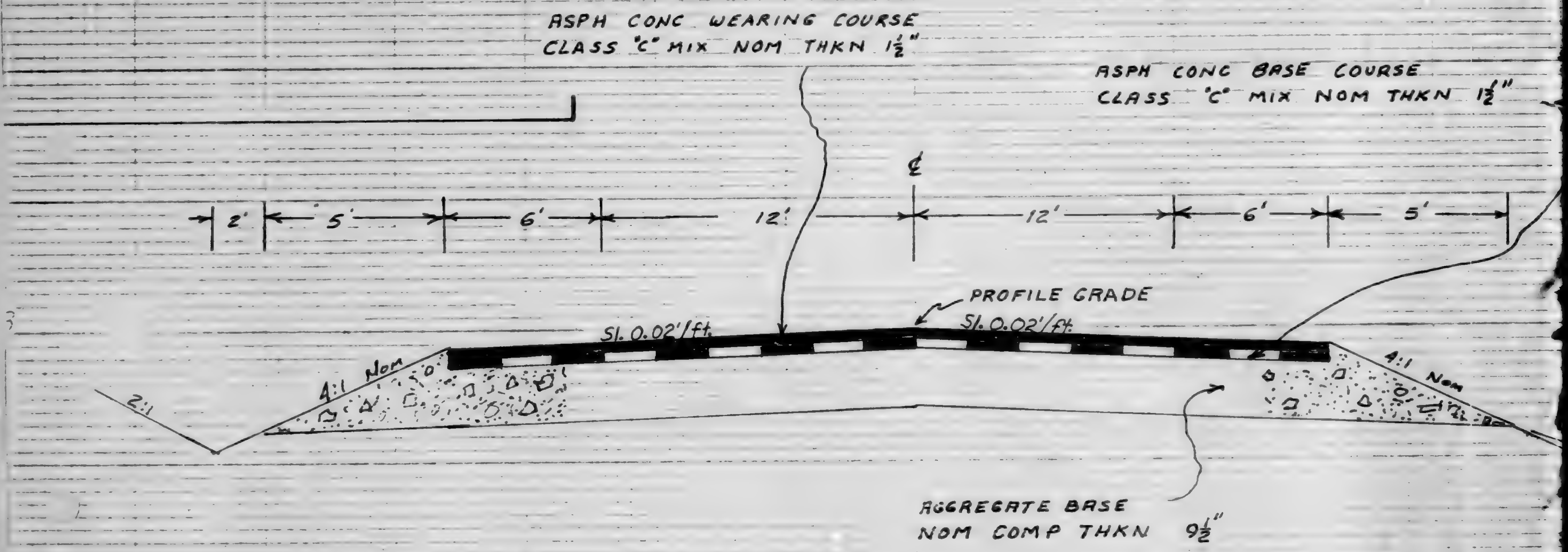


d approach - 3(total)
pipe 58' with 2:1 end slopes and inlet & outlet ditches – : Exc. 40 C.Y.
p. pipe - 30'
p. pipe - 90'
np. pipe - 48'
p. pipe - 5'
2 (total)



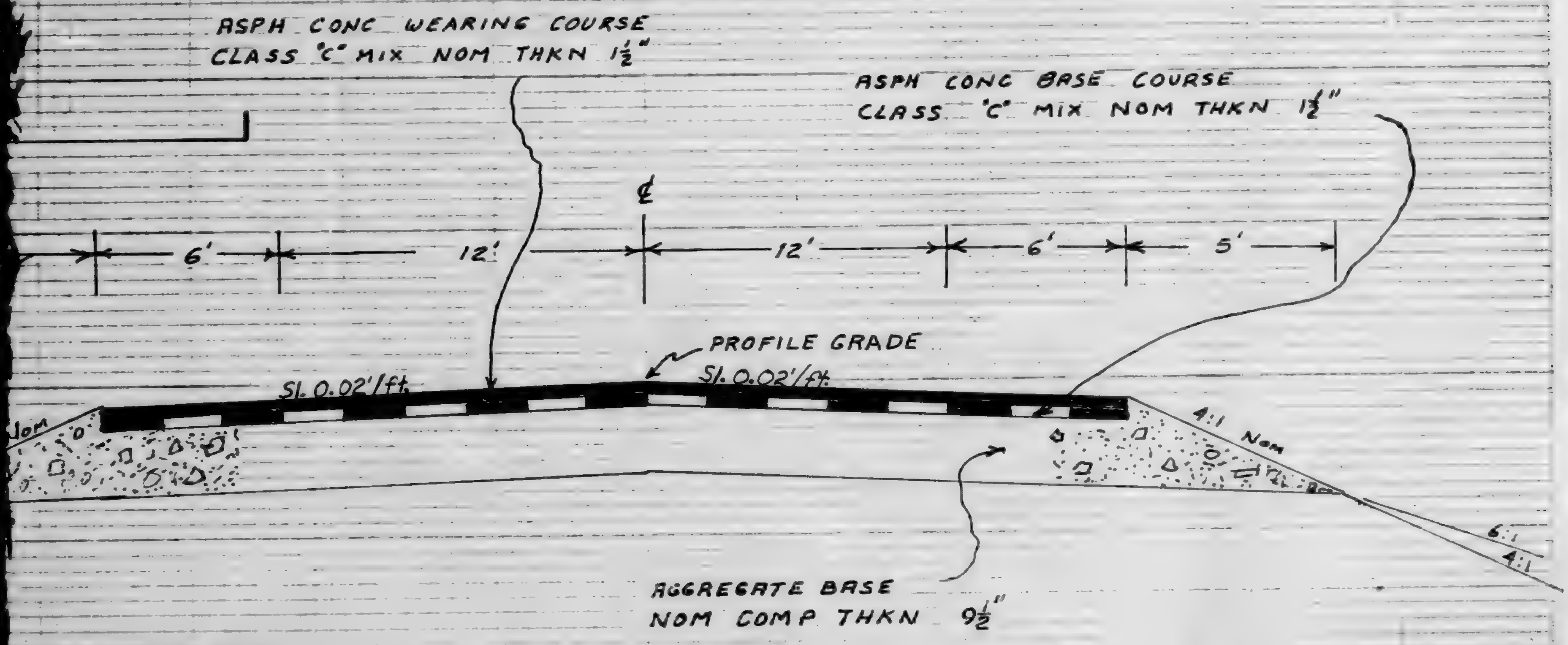
END OF P
STA. 1:

TYPICAL SECTION



END OF P
STA. 1

TYPICAL SECTION



8

15

October 24, 1975

City of Lowell
City Hall
Lowell, OR 97452

Attn: Miss Carol A. Hallberg
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5483

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a Special City Allotment Project providing for the improvement of Pioneer Street, Third to Fourth Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc Don Harwell

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lowell (Pioneer Street)

Highway City Street

County Lane

Date October 8, 1975

Authorization No.

Survey Prefix 320 - 1485 (Assigned by Salem office)

Description of termini, route, length, etc.:

From 3rd to 4th Streets. Length is 317 feet.

Purpose of survey:

To prepare plans, specifications and estimates for grading and paving one block of Pioneer Street. This is a Special City Allotment project.

Estimate of cost:

Field	901	2,000	
Plans	905	500	
Soils	910	200	
Utilities	914	50	
Proj. Mgt.	920	50	
Specifications	921	200	SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
John Scofield
Field Engineer

Recommended for Approval:
J. X. Wilson
Regional Engineer

Recommended for Approval:
Victor D. Wolfe
Location Engineer

Approved:
E. S. Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR.
FED. AID ..... STATE SCA

7-7-75

Lowell - [illegible] Sec.

Talked to [illegible] Townsend, City Admin. Mayor, [illegible] he was working in Eugene. Discussed the cost to pave a 60 x 20' driveway into the Fire Station. Figured if they were successful in a project, the time would be when the contractor was doing the job.

Agreed that a [illegible] travelway with 6 foot shoulders would be adequate. Could also use [illegible] Treatment with existing surface. Surface is partly paved or oiled - broken up and potholed. Needs complete redo.

Not for much traffic. Just fire station comes out on the street. Consider. City has minimal moneys

7-7-75
Layton

1976

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Lowell Date 7-7-75 Div. 3
Population: 1970: [illegible] 19__: 610
Street: [illegible]

No. of Previous Projects 3
Last Project 1973 (Year)
Total SCA Funds $ 60,269
Funds/Capita $ 98.80
Average/Capita $ 36.99

EXISTING
Surface Now in Place: A. C. ✓ Oil ____ Gravel ✓ Concrete ____
Surface Width: 18 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED
Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 24 Ft. Shoulder Width: 6 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9½ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.06 Mile, 317 Ft. Type Curb: ____
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION Cu yd	~~LUMP SUM~~	600	5^{00}	3,000
1"-0 AGGR. BASE ~~8~~" DEEP 9½"	SQ. YD.	1590	2^{50}	3,975
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP	SQ. YD.	1390	2^{50}	3,475
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. ~~FT.~~ Yd			
CONCRETE DRIVEWAYS	SQ. FT.	440	1.75	770
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
			TOTAL	$ 11,220

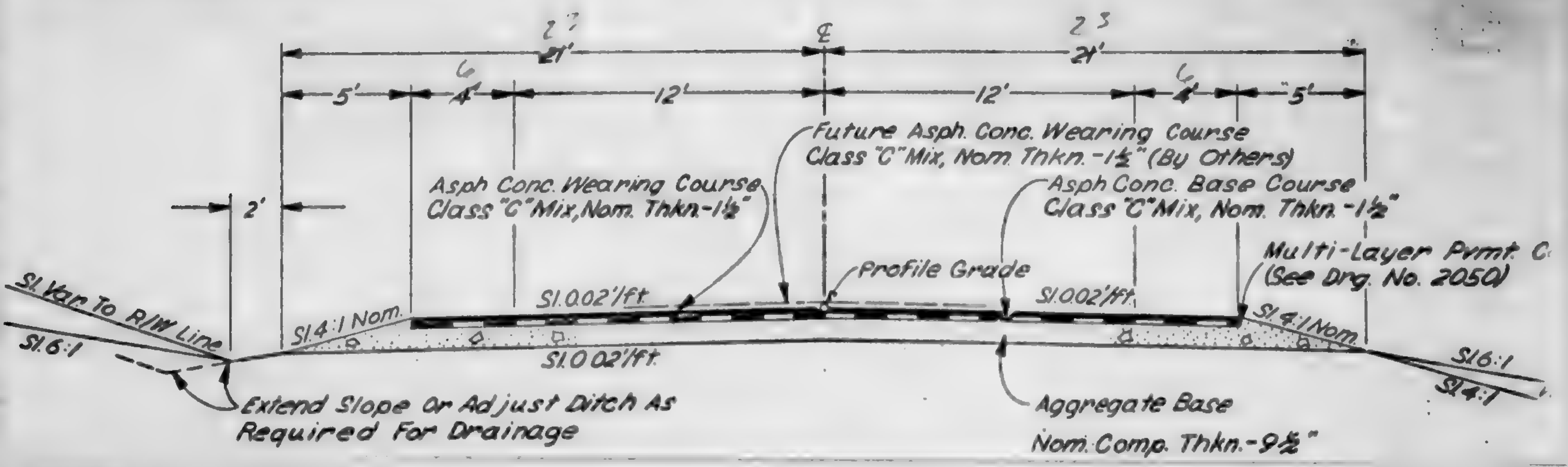
Permanent Signing ($100 per Intersection)	
Flagging	
TOTAL	$ 11,220
Engineering and Contingencies (20%)	2240
TOTAL	$ 13,460
City's Estimated Share of Survey	$ -
TOTAL ESTIMATED COST	$ 13,460

*Items include 10% allowance.

7-7-75

Lowell - [illegible] St.

[illegible] = 317 feet



23
21'
℄
23
21'
5'
6
4'
12'
12'
6
4'
5'
2'
Future Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-1½" (By Others)
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn.-1½"
Multi-Layer Prmt. C (See Drg. No. 2050)
Profile Grade
Sl. Var. To R/W Line
Sl. 6:1
Sl. 4:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 6:1
Sl. 4:1
Extend Slope Or Adjust Ditch As Required For Drainage
Aggregate Base Nom. Comp. Thkn.-9½"

Grading

$\frac{46 \times 317 \times 1}{27}$ = 540.0 × 1.10 = 600 Cu.yd.

Surfacing 9½"

$\frac{41 \times 317}{9}$ = 1444.1 × 1.10 = 1590 Sq.yd.

Paving 3"

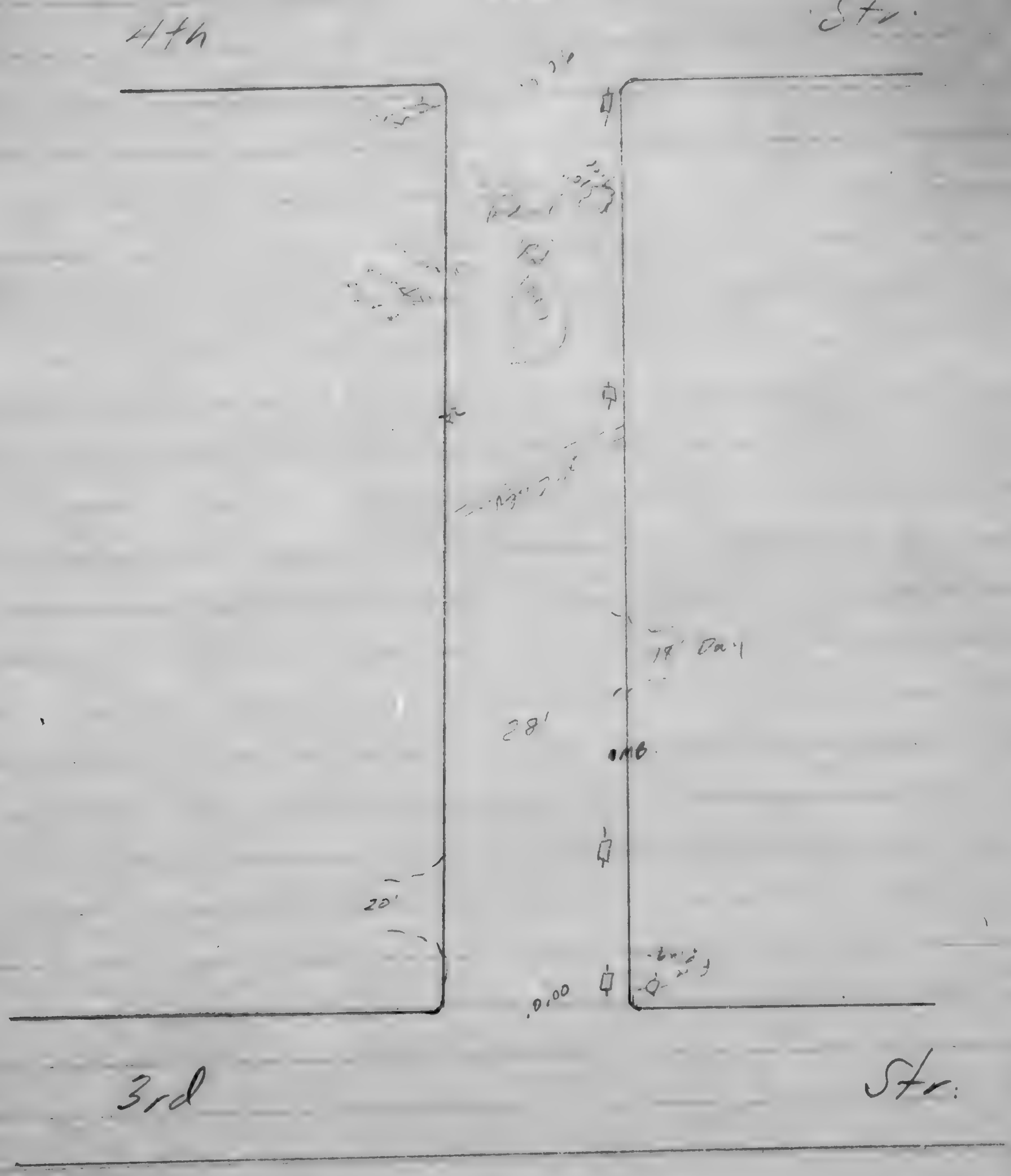
$\frac{36 \times 317}{9}$ = 1268 × 1.10 = 1390 Sq.yd.

Driveways -

2 × 10 × 20 = 400 × 1.10 = 440 Sq.ft.

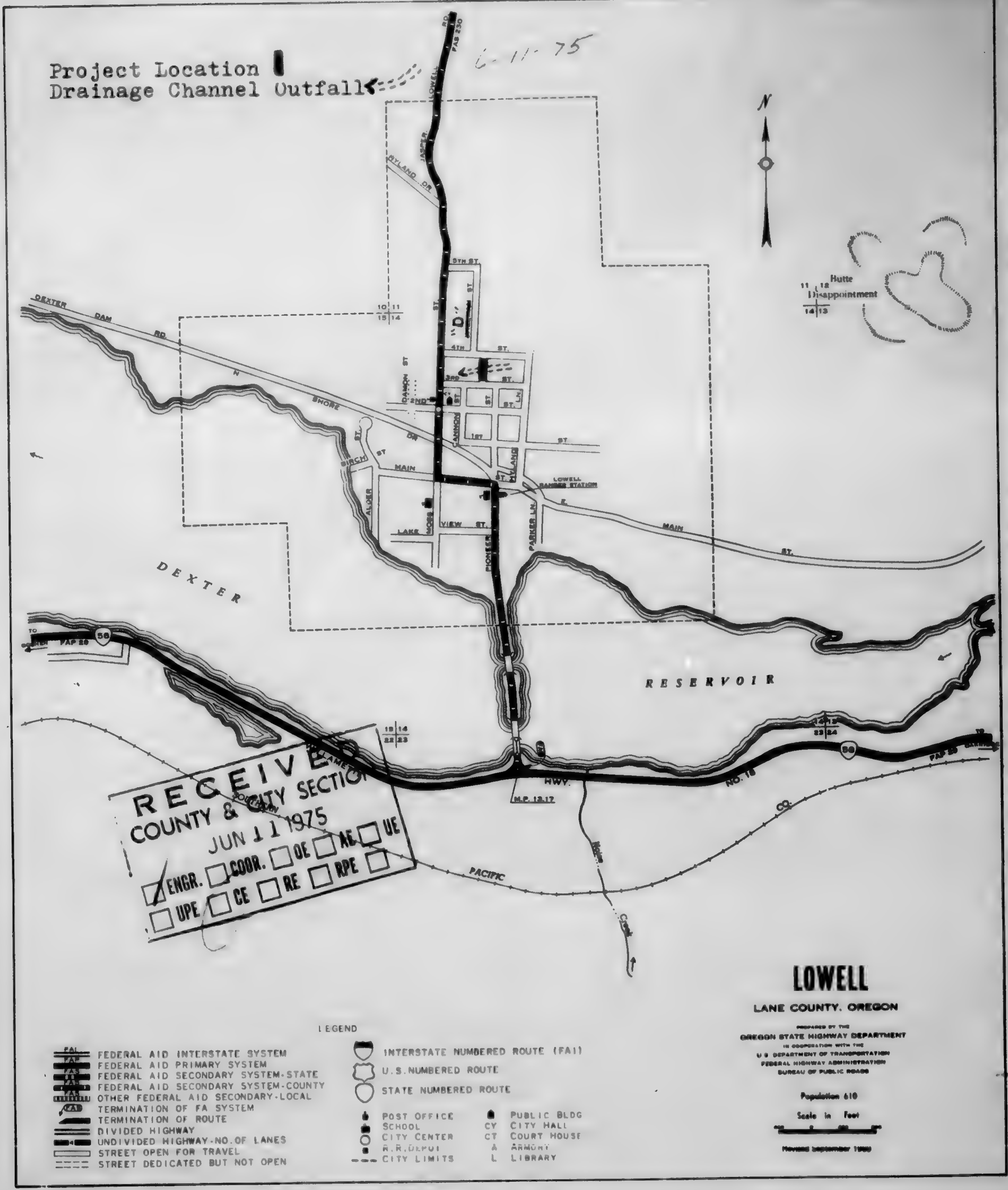
7-7-75

Lowell - Pioneer St.



Project Location ▮
Drainage Channel Outfall

6-11-75



LOWELL

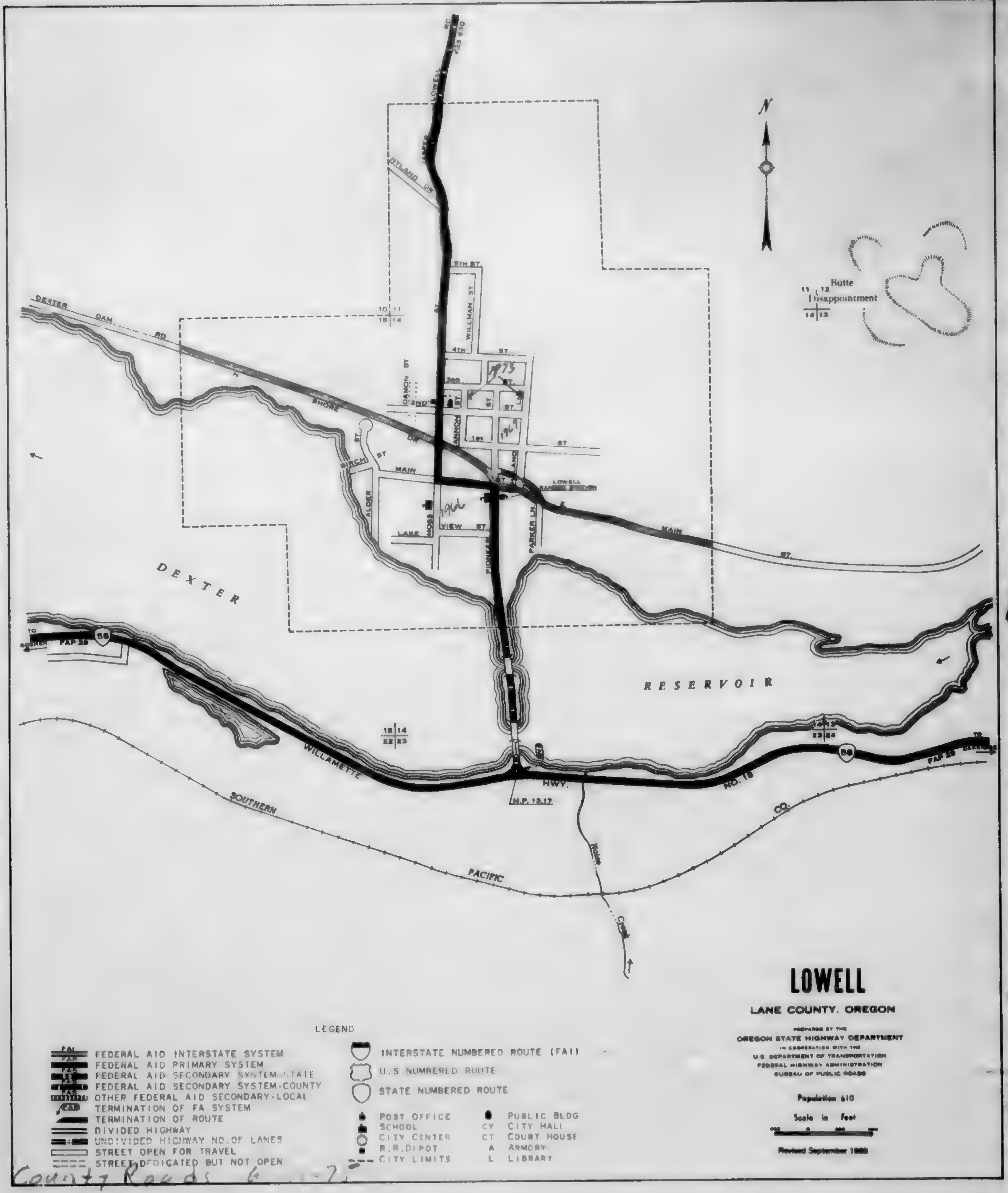
LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 610

Revised September [illegible]

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



LOWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 610

Revised September 1969

County Roads 6-1-75

City of Lowell

LOWELL, OREGON 97452

June 6, 1975

Mr. George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

The City of Lowell hopes to improve Pioneer Street in order to better handle the present pattern of traffic in the immediate area. Because of its poor condition, much of the traffic originating from "D" Street chooses to travel on the Lowell-Jasper Road. Because that County road is heavily used, particularly by logging trucks, it is an undesirable route for many residents. There are presently about twenty families living on "D" Street. Most of these people would prefer to use Pioneer Street between 3rd and 4th Streets as a convenient access route to the high school, grocery store, churches, and Highway 58 which links Lowell to the Eugene area.

The dilapidated condition of this section of Pioneer Street reached through excessive wear has reached hazardous proportions. Because Lowell's application for aid was not accepted last year and because the City's ability to finance this project itself is extremely limited, the City of Lowell is very anxious to have this current application approved.

Thank you for your consideration of this application. If you have any questions please contact our office.

Sincerely,

Robert C. Smith

Robert C. Smith, Mayor
City of Lowell

RCS/rt

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ [✓ CE] ☐ RE ☐ RPE ☐

MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
TRAFFIC ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
PROJECT CONTROL		
PROG. & SCHEDULE		

JUN 11 1975

REMARKS:

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of *Lowell* is an incorporated city of the State of Oregon and has a population of *610* as given by the latest official census; and

WHEREAS, the following streets of said city,

Pioneer, running North and South, between Third and Fourth

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of **Lowell** does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate **Robert C. Smith** as the official representative of the city in all negotiations resulting from this request.

Passed and approved this **29th** day of **May**, 19**75**.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of **Lowell** at a regular or special meeting of said Council, held on the **29th** day of **May**, 19**75**, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this **30th** day of **May**, 19**75**.

Carol A. Hallberg
City Recorder
Carol A. Hallberg

SCA

PROJECT DATA. CITY OF *Lowell, Oregon* Date *May 28, 1975*

To be financed by Special City Allotment Fund and necessary city funds.

Street name *Pioneer Street, running North and South, between 3rd and 4th Streets*
(Locate project on attached map.)

Project length *335 feet*

DESIRED STREET SECTION:

Standard roadway; width of travel way: *40* feet, width of shoulders: ~~*10*~~ 6 feet

Curbed section; width curb to curb: *N/A* feet

Remarks

Surface now in place: Oil ____ *Broken* Paving *X* & Gravel *X*

Present surface width: *35* feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: *60* feet

Additional right-of-way required? Yes ____ No *X*

State to furnish right-of-way descriptions? Yes ____ No *X*

Give width of intersecting streets: *North intersection: 30 ft. graveled; 60 ft rt of way - South intersection: 35 ft paved; 60 ft rt of way*

Are intersecting streets curbed? Yes ____ No *X*

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No *X*

Width between present curbs: *N/A* feet

City to construct curbs? Yes ____ No *X*

To be constructed as part of project? Yes ____ No *X*

Length of desired radius on curb returns: *N/A* feet

Does city desire special type of curbs? Yes ____ No *X*

Explain:

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☐ENGR. ☐COOR. ☐OE ☐AE ☐UE
☐UPE ☐CE ☐RE ☐RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_X__

Present sidewalks, Length: _N/A__ feet; Width:_______feet

Distance between present sidewalks: _N/A___feet

Are sidewalks to be constructed as part of project? Yes____ No_X__

Width of sidewalks to be constructed: _N/A___feet

Are sidewalks to be constructed only on one side of street? Yes____ No_X__

Are sidewalks to be constructed on both sides of street? Yes____ No_X__

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

N/A

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No_X__

Is utility strip required? Yes____ No_X__; Width: _______feet

Remarks____

____

STORM SEWERS -

Now in place?. Yes_X__ No____

If yes, are they adequate for increased flow? Yes_X__ No____

Indicate depth of main lines from present surface: __4___feet

To be constructed by City? Yes____ No_X__

To be constructed as part of project? Yes____ No_X__

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes_X__ No____ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: _5 1/2_feet

Remarks *The sewer line crosses Pioneer Street, running perpendicular to the road, approximately midway between the two intersections.*

____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_X__

Present sidewalks, Length: _N/A__ feet; Width:_______feet

Distance between present sidewalks: _N/A__ feet

Are sidewalks to be constructed as part of project? Yes____ No_X__

Width of sidewalks to be constructed: _N/A__ feet

Are sidewalks to be constructed only on one side of street? Yes____ No_X__

Are sidewalks to be constructed on both sides of street? Yes____ No_X__

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

N/A

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No_X__

Is utility strip required? Yes____ No_X_; Width: _______feet

Remarks____

STORM SEWERS -

Now in place? Yes_X__ No____

If yes, are they adequate for increased flow? Yes_X__ No____

Indicate depth of main lines from present surface: __4__ feet

To be constructed by City? Yes____ No_X__

To be constructed as part of project? Yes____ No_X__

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes_X__ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _5 1/2 feet

Remarks The sewer line crosses Pioneer Street, running perpendicular to the road, approximately midway between the two intersections.

WATER MAINS: (City to adjust if required.)

Now in place? Yes *X* No ____

If yes, how deep from present surface? *approx. 3* feet

Remarks *Water mains run at right angles to the adjacent intersections at both ends of this section of Pioneer Street.*

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes *X* No ____

Asphaltic concrete? Yes *X* No ____

Portland cement? Yes ____ No *X*

How many? *1 (one)*

Must driveways be Portland cement to comply with city code? Yes ____ No *X*

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No *X* (If yes, please include copy of ordinance.)

Remarks *One driveway will be constructed in conjunction with this project. That driveway will lead to the fire hall. (Approx. Length: 80 feet)*

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No *X*

Electric poles? Yes *X* No ____

Which company? *Lane Electric Cooperative, Inc.*
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes *X* No ____

Which company? *Pacific Northwest Bell*

Railroad tracks? Yes ____ No *X*

Which company? ____________

Is crossing presently protected by automatic railroad signals?

N/A Yes ____ No ____

Remarks *All electric and telephone poles are placed on the edge of the 60 foot right-of-way. Their present position should put them on the outside portion of the shoulders of this road section.*

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No *X*

Clearing? Yes ___ No *X*

Base rock? Yes ___ No *X*

Concrete curbs? Yes ___ No *X*

Driveways? Yes ___ No *X*

Remarks *This project has no major obstructions on the right-of-way that would have to be relocated. The road surface was recently graded (approximately 45 feet wide).*

GENERAL INFORMATION:

Are city finances available? Yes *X* No ___

When available? Date *minimal funds available for fiscal year 65-66.* 75-76

Has city established grade on street? Yes ___ No *X*
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: *Excavated material may be disposed of in the lot adjacent to Pioneer Street on which the city hall is located.*

General remarks: *See attached cover letter*

Robert C. Smith
By *Robert C. Smith*
Mayor

Carol A. Hallberg
By *Carol A. Hallberg*
City Recorder or City Manager

Richard Townsend
By *Richard C. Townsend*
City Engineer

8366 Florence (Maple St.) Sec. 1976
(Paving)

C c A 5470 10-15-75

Date November 5, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8366 Prefix 320-1727 Survey Prefix 320-1486

Street Maple Street

City Florence

Payments to Contractor (see attached voucher)	$ 10,019.91*
Engineering and Contingencies	1,162.84
Survey: Total $ 2,264.18 Prorated Share	-----
TOTAL	$11,182.75
Agreed State Share	$11,182.75
Agreed City Share	-------
City Advance Deposit	--------

Reference: Outside Billing None

*includes $5.83 interest

FISCAL YEAR
76-77

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 10894

	VOUCHER DATE	TOTAL AMOUNT
Wildish Construction Co. P.O. Box 1106 Eugene, OR 97401	9/17/76	$ 505.47
Cont. # 8366 Est. # 2F	Principal	$ 499.64
	INterest	5.83

dk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

FISCAL YEAR '76-77

PAYEE

Wildish Construction Co.
P.O. Box 1106
Eugene, OR 97401

VOUCHER DATE 9-7-76

TOTAL AMOUNT $ 499.64

WARRANT NUMBER

CONTRACT NO. 8366

ESTIMATE NO. 2F

PERIOD COVERED: 7/6/76 to 7/19/76

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

Acting (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ✓ Richard E. Wildish certify that I am ✓ President (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

SEP 14 1976
CONTRACT ACCOUNTING

(Signature)

FORM 81-734-1020

mailed 9/9/76 JP

Cont. 8366
3rd Notif. 7-19-76

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1030

COUNTY LANE	CONTRACT NO. 0300	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION FLORENCE (MAPLE ST)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N CLASS C ASPHALT CONCRETE	TONS	22.5000	429.070	9654.08	9655.2
002	9N ADJUSTING MANHOLES	ONLY	60.0000	6.000	360.00	360.00

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 09 03 76 PG. 01 8366	TOTAL CONTRACT ITEMS	10014.08	10015.2
PREVIOUS VOUCHER NO. 2701	- % RETAINED ON CONTRACT ITEMS		500.76
CHECKED BY: jp/dj	FORCE ACCOUNT		
ENGINEER OR AUDITOR J. Scofield	TOTAL PAYMENTS	10014.08	9514.44

ON

UCHER

COUNTY LANE		CONTRACT NO. 8300	ESTIMATE NO. 2	PREFIX NO'S.
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.		
SECTION FLORENCE (MAPLE ST)				

TEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CONCRETE	TONS	22.5000	429.070	9654.[illegible]	[illegible]	[illegible]
ES	ONLY	60.0000	6.000	360.00	[illegible]	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
8366	TOTAL CONTRACT ITEMS	10014.08	[illegible]	[illegible]
	- % RETAINED ON CONTRACT ITEMS		500.76	500.76
	FORCE ACCOUNT			
	TOTAL PAYMENTS	10014.08	9514.44	499.64

10-1

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TOTAL TO DATE JOB COST SUMMARY                                             OCTOBER 1976          PAGE  355
                                                                               FISCAL             GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE
  ROGUE RIVER (BROADWAY ST)        315   1726     201      00      17,[illegible].20       17,[illegible].20       17,[illegible]
                                   315   1726     [illegible]      00        [illegible]1.21CR         [illegible]1.21CR         [illegible]1.2[illegible]CR
                                   315   1726     900      00       1,3[illegible].65        1,311.07          1,311.07
                                              ** JOB TOTALS **     17,474.65  **    17,454.06  **      17,481.06  **

                                   315   1727     900      00      12,500.00         12,500.00         12,500.00
                                              ** JOB TOTALS **     12,500.00  **    12,500.00  **      12,500.00  **

  MADRAS CITY ALLOTMENT PROJECT    316   1712     207      00                        11,000.00         25,000.00
                                   316   1712     900      00                                                .03CR
                                              ** JOB TOTALS **                **    11,000.00  **      24,999.97  **

  VENETA (SECOND STREET)           320   1726     201      00                                          11,2[illegible].81
                                   320   1726     206      00                                               6.45
                                   320   1726     900      00                                           1,220.81
                                              ** JOB TOTALS **                **                 **      12,4[illegible]3.07  **

  PIONEER ST (LOWELL)              320   1727     201      00                        12,955.83         12,955.83
                                   320   1727     [illegible]      00                             2.22              2.22
                                   320   1727     900      00           6.40          1,617.39          1,70[illegible].11
                                              ** JOB TOTALS **          6.40  **    14,575.44  **      14,666.16  **

  MAPLE ST SEC (FLORENCE)          320   1723     201      00                        10,014.03         10,014.03
                                   320   1723     2[illegible]      00                             5.83              5.83
                                   320   172[illegible]     [illegible]      [illegible]           6.40          [illegible]          [illegible]
                                              ** JOB TOTALS **          6.40  **    11,1[illegible].83  **      11,182.75  **

  LYONS (14TH AND 15TH STS)        322   1724     201      00                                          11,137.9[illegible]
                                   322   1724     2[illegible]6      00                                               2.6[illegible]
                                   322   1724     900      00                                             978.00
                                              ** JOB TOTALS **                **                 **      12,118.61  **

  3RD ST-7TH ST HARRISBURG         322   1725     900      00                                          25,000.00
                                              ** JOB TOTALS **                **                 **      25,000.00  **

  [illegible]SVILLE (N 5TH ST) SEC        324   1726     201      00                                           2,[illegible]1.16
                                   324   172[illegible]     [illegible]      00 P                                       [illegible]
                                   324   1726     2[illegible]      00 R                                       [illegible]
                                   324   1726     295      00                                           2,3[illegible]9.79
                                   324   1726     256      00                                           2,3[illegible]9.7[illegible]CR
                                   324   1726     9[illegible]      00                                           [illegible]
                                              ** JOB TOTALS **                **                 **      27,040.34  **

  [illegible] (D [illegible] PATTON STS)        324   1727     201      00                                             [illegible]
                                   324   1727     201      00 P                                    23,877.00
                                   324   1727     2[illegible]      00                                               5.61
                                   324   1727     9[illegible]      00                                             7[illegible]1.3[illegible]
                                              ** JOB TOTALS **                **                 **      2[illegible],714.36  **
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10 -

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	320	1485	910	00			83.00
	[illegible]	[illegible]	[illegible]	00			10.00
	320	1485	920	00 &			6.70
	320	1485	921	00		10.00CR	[illegible]
			** JOB TOTALS **		**	13.25 **	3,774.55 **
FLORENCE (MAPLE ST)	[illegible]	1486	901	00			[illegible]
	[illegible]	[illegible]	[illegible]	00			644.60
	320	1486	914	00			83.31
	[illegible]	[illegible]	[illegible]	00			14.23
	320	1486	921	00		10.00CR	134.76
			** JOB TOTALS **		**	10.00CR**	2,264.18 **
COMMERCIAL ST (NYSSA)	323	1455	901	00			[illegible]
	323	1455	905	00			333.97
	[illegible]	[illegible]	914	00			.48
	[illegible]	[illegible]	[illegible]	00		25.00	42.40
	323	1455	921	00		58.00	180.64
			** JOB TOTALS **		**	83.00 **	[illegible] **
	324	1470	295	00			193.13
	324	1470	296	00			193.13CR
			** JOB TOTALS **		**	**	**
IDAHO(CHURCH ST BR)MARION/LIN	[illegible]	[illegible]	901	00			[illegible]CR
	324	[illegible]	[illegible]	00		4.07	[illegible]
	324	1483	906	00			469.58
			** JOB TOTALS **		**	4.07 **	[illegible] **
N 5TH ST (HUBBARD)	324	1490	901	00			[illegible]
	[illegible]	[illegible]	[illegible]	00		3.10	[illegible]
	[illegible]	[illegible]	[illegible]	00			[illegible]
	324	1490	914	00			94.47
	[illegible]	[illegible]	920	00			[illegible]
	324	1490	921	00		55.77	316.29
			** JOB TOTALS **		**	58.87 **	4,352.17 **
CITY STS IN GERVAIS PAVING	324	1491	901	00	45.91	57.06	1,241.04
	324	1491	905	00		3.10	147.96
	324	1491	910	00			[illegible]
	324	1491	914	00			[illegible]
	324	1491	920	00			22.34
	324	1491	921	00		10.00CR	[illegible]
			** JOB TOTALS **		45.91 **	50.16 **	[illegible] **
SE 6TH AVE (TROUTDALE)	326	1463	901	00			[illegible]
	326	1463	[illegible]	00			[illegible]
	326	1463	906	00 &			173.25
	326	1463	918	00			44.32

8366

46

September 9, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 3, 1976, we wrote to you concerning release of final payment on Contract No. 8366 awarded to Wildish Construction Co. for work on Maple Street in Florence in Lane County.

Final payment on this contract is $499.64 and the total contract amount is $10,014.08. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

NOTED ON CARD
9-9-76 kr

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

SCA - 76
Florence

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

August 6, 1976

Mr. Fred F. Hildebrandt
Engineering Specialist
Department of Transportation
203 State Highway Building
Salem, Oregon 97310

Dear Mr. Hildebrandt:

The Common Council of the City of Florence approved Resolution No. 8-2-76b at their regular Council session August 2, 1976.

Enclosed is a copy for your records.

Sincerely,

Jack Isadore
Jack F. Isadore
City Manager

JFI:ka
Enclosure

8-12-76
Copy Sent
to Reg 3
(H)

Fred
H

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

RESOLUTION NO. 8-2-76b

WHEREAS, The City Counicl accepted a Grant through the State Department of Transportation for the improvement of Maple Street from 7th to 10th Street in the City of Florence.

WHEREAS, this improvement was completed in an acceptable manner,

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Florence hereby accepts the project and goes on record as expressing its appreciation to the State Department of Transportation.

ADOPTED BY THE COMMON COUNCIL, this 2nd day of August, 1976.

AYES: TERNYIK, BOWMAN, MC CORKLE, RAGAN

NAYS:

ABSENT: HAYS

ABSTAIN:

APPROVED BY THE MAYOR, this 2nd day of August, 1976.

Donald L. Bowman
Donald L. Bowman, MAYOR

ATTEST:

Alice M. Hunt
Alice M. Hunt, CITY RECORDER

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8366 15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Florence (Maple St.)

WEEK ENDING: July 24, 1976

SECTION PREFIX: 320-1728

HIGHWAY: City Street

COUNTY: Lane

NAME OF JOB: Florence (Maple St.)

KIND OF WORK: Paving

CONTRACTOR: Wildish Construction Co.

CONTRACT NUMBER: 8366

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: June 29, 1976

ESTIMATED COMPLETION DATE: July 19, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED: 22

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 29

SPECIFIED COMPLETION DATE: 60

PERCENT OF TIME ELAPSED: 48

PROJECT AUTHORIZATION: $ 11,232.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 10,251.45

ENGINEERING AUTHORIZATION: $ 981.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,015.20

ENGINEERING COST TO DATE: $ 1020.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.3 %

PERCENT OF AUTHORIZATION: 104 %

DATE PROJECT WAS COMPLETED: July 19, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.19
MILES PARTIALLY COMPLETED					0.19
MILES COMPLETED					0.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)					420 tons
TOTAL QUANTITIES CORRECTED TO DATE					429.12
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					429.12
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm	1		
MONDAY	Clear-Warm	1		
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
~~Bond~~
Jackmond
~~Harwood~~
Johnsen
~~Walker~~
RECEIVED
JUL 26 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity Today
MONDAY	Contractor cleaned up jobsite.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Wildish Construction cleaned up jobsite.

Project is now complete. This will be the final weekly report for this project. The semi-final estimate has been completed and is being submitted today, July 23, 1976.

cc: Construction 2
Region
File

SIGNED John T. Scofield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Wildish Const. Co.

FLORENCE (MAPLE ST.) SECTION

CITY STREET

LANE COUNTY

State Project
0.19 mile Paving

Bids Received May 27, 1976

1.	Class "C" Asphalt Concrete	420 tons	22.50 30.00	$12,600.00	9,450 -
2.	Adjusting Manholes	6 only	60.00 125.00	750.00	360 -
			For Comparison of Bids	$13,350.00	9,810 -

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$13,350.00	9810.00
Anticipated Additional Items: None	-	
	$13,350.00	9,810.00
Contingencies (4-1/2%)	600.75	441.45
Engineering (10%)	1,335.00	981.00
Estimated Net Authorization, Construction	$15,285.75	11,232.45

[illegible] notified city [illegible]

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #8 - LANE COUNTY

FLORENCE (MAPLE ST.) SECTION

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MAY 27, 1976

PAGE 1

Johnson Rock [illegible]

[illegible] 9,810 —

[illegible] 11,100 —

[illegible] Paving 11,220 —

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
420	Tons Class "C" Asphalt Concrete	1	22^{50}	25^{00}	21^{50}
6	Only Adjusting Manholes	2	60^{00}	100 —	365 —

S-1370 4/73

BOND WITH SAFECO

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SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

SCA

PROJECT NO.: #8 - LANE COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

FLORENCE (MAPLE ST.) SECTION

DATE: MAY 27, 1976

PAGE 1

2 Jonson Rock N. Bend 12,597

Wildish Const Eugene 9,810–
Baxter Paving " 11,100
Workman Const Canby 11,220

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
420	Tons Class "C" Asphalt Concrete	1	22 50 ~~[illegible]~~	25–	21 50
6	Only Adjusting Manholes	2	60– ~~125–~~	100–	365–

S-1370 4/73

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BID RESULTS

AGC

PROJECT NO.: #8 - LANE COUNTY

FLORENCE (MAPLE ST.) SECTION

[illegible]

[illegible]

[illegible]

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MAY 27, 1976

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
420	Tons Class "C" Asphalt Concrete	1	[illegible]	[illegible]	21.50
6	Only Adjusting Manholes	2	[illegible]	[illegible]	2.65
			[illegible]	[illegible]	11,220

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BEN GIFFORD

Section Florence (Maple St.) [illegible]
Programming Estimate $ 15,300
Highway City Street
Project Length 0.19 mi
County Lane
Completion Time Local [illegible]
Kind of Work Paving
([illegible])
Prefix [illegible]
FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 13,350

Anticipated Additional Items:

Royalty Payment . . . .
Building Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
[illegible] Truck Scale Mechanism. . . . .
[illegible] Scale House . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Signal Controller Testing . . . .
Bikeway Signs . . . .
[illegible] Utilities . . . .
Misc. Permit Fees

$ 13,350

Contingencies (4-1/2%) 600.75

Engineering (10 %) 1335

SUBTOTAL $

Credit for: . . . .

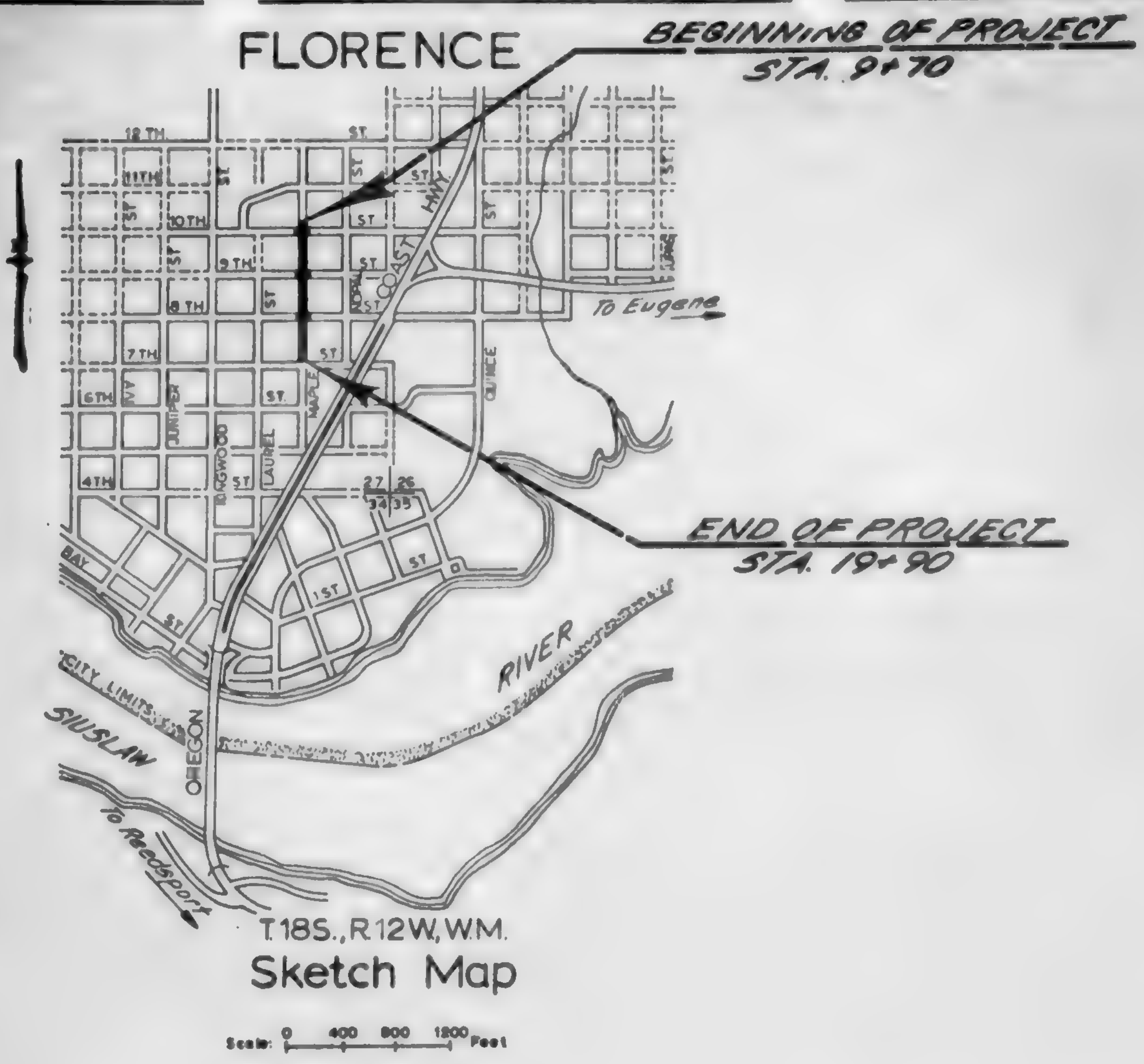
Estimated Net Authorization, Construction . . . . $ 15,285.75

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID—SCHEDULE—COST ESTIMATE

Sheet 1 of 1
Date 3-6-76

Section Florence (Maple Street)
County Lane
Kind Of Work Paving
Length 0.19
Name Calhoun

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
~~1~~	~~Temporary Protection and Direction of Traffic~~		~~Lump Sum~~	~~All Spec~~		~~800~~
~~2~~	~~Temporary Signs~~		~~Sq Ft~~	~~110~~	~~6~~	~~660~~
~~3~~	~~Temporary Barricades~~		~~Each~~	~~8~~	~~75~~	~~600~~
~~4~~	~~Flagman~~		~~Hour~~	~~40~~	~~15~~	~~600~~
1	Class "C" Asphalt Concrete		Ton	420	30	12,600
2	Adjusting Manholes		Each	6	125	750
						13,350



PRELIMINARY
FEB 25 1
SUBJECT TO C
FINAL DESIGN

PRELIMINARY COPY
SUBJECT TO CHANGE

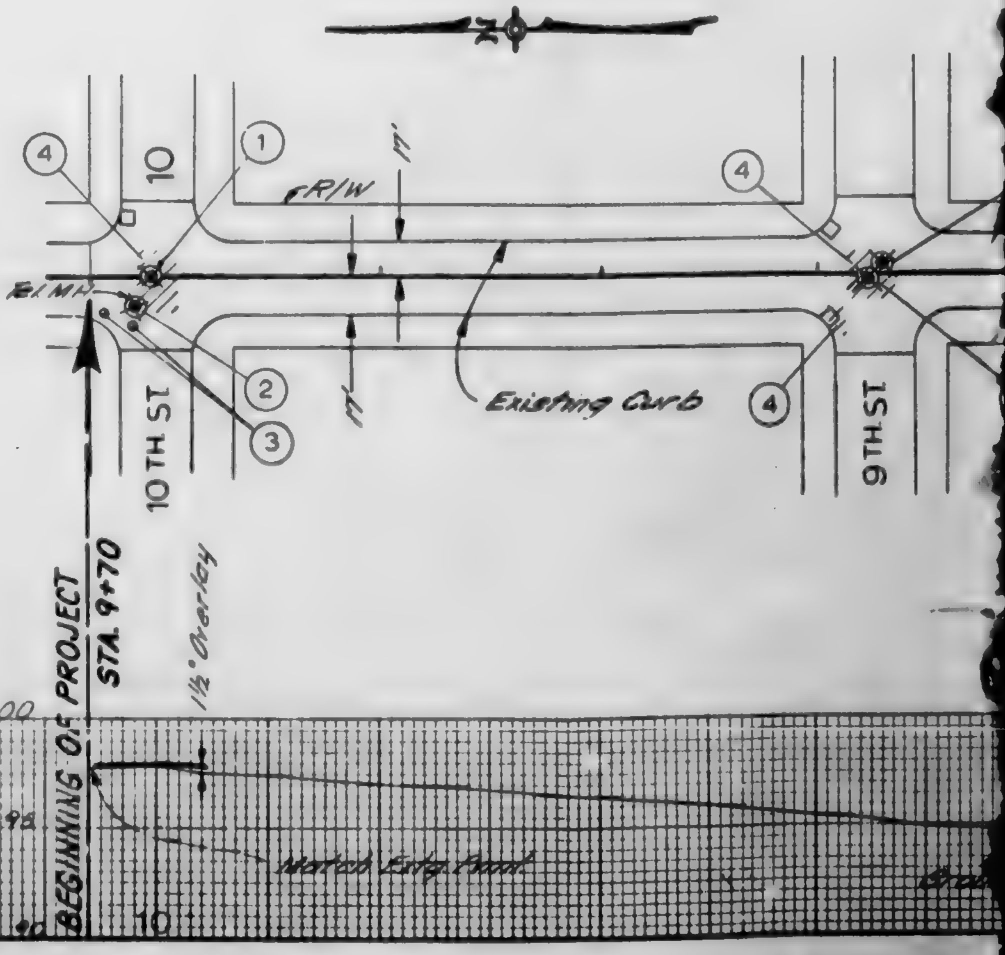
① *Adjust Manholes - 6 (Total)*

② *Adjust Telephone Manhole - 2 (By Others)*

③ *Adjust Water Valve Cover - 3 (By Others)*

④ *Remove Extg. Pvmt - 333 Sq. Yds.*
Excavation - 60 C.Y. (Excess)

Watson-Klecker-Keyzers



320-1486-905

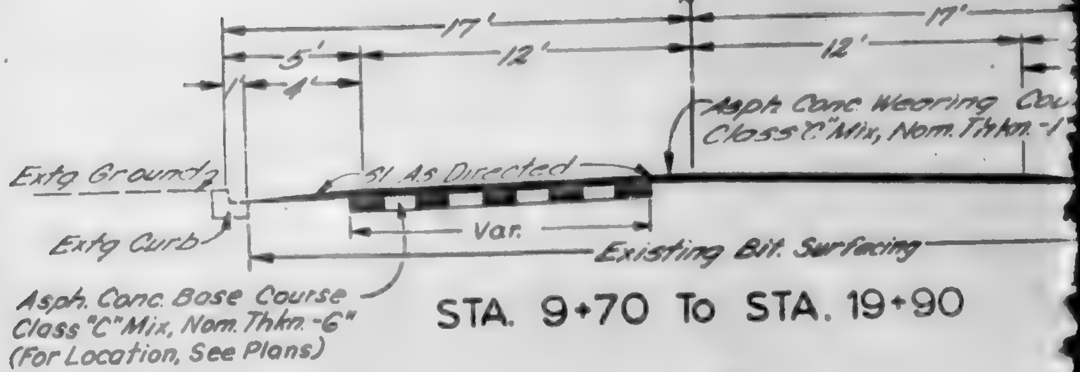
FLORENCE(MAPL
CITY ST
LANE CO

FED ROAD Div. No.	STATE
10	OREGON

PRELIMINARY COPY
FEB 25 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

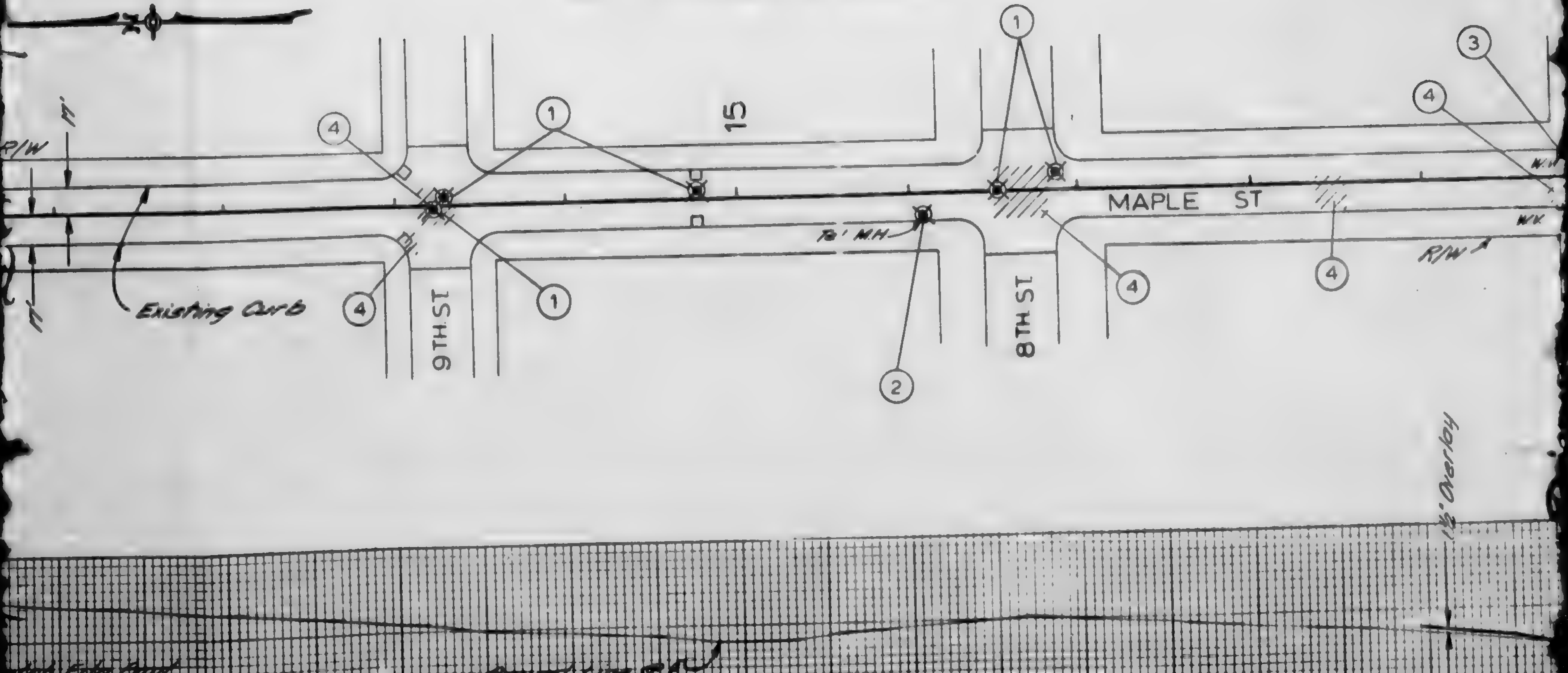
TYPICAL SECTION



STA. 9+70 To STA. 19+90

APPROVED
CITY OF Fl
BY MAYOR
BY RECORD
DATE Mar

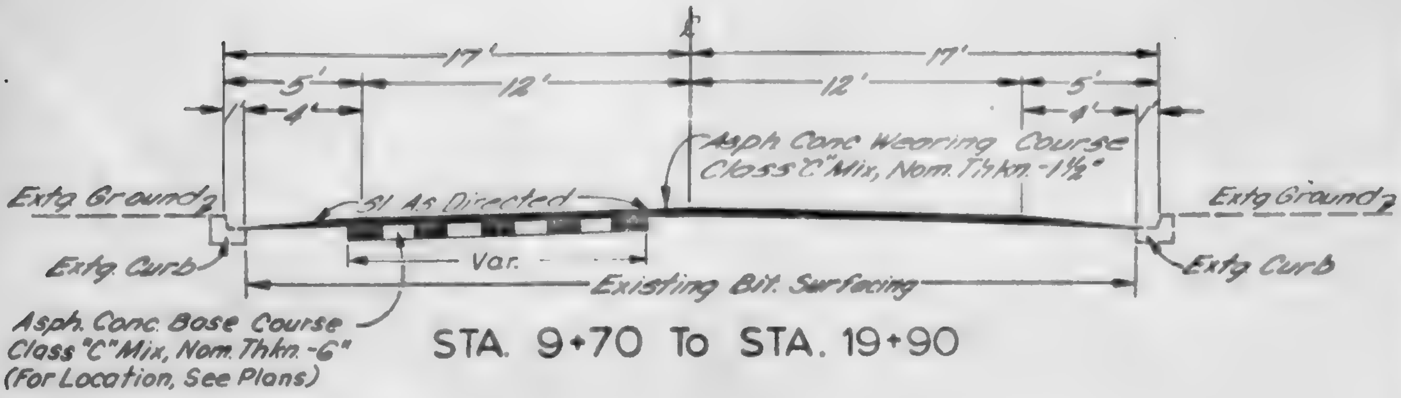
Sec. 27 T.18S., R.12 W.,W.M.



320-1486-905

FLORENCE (MAPLE ST.) SECTION CITY STREET LANE COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		See Index

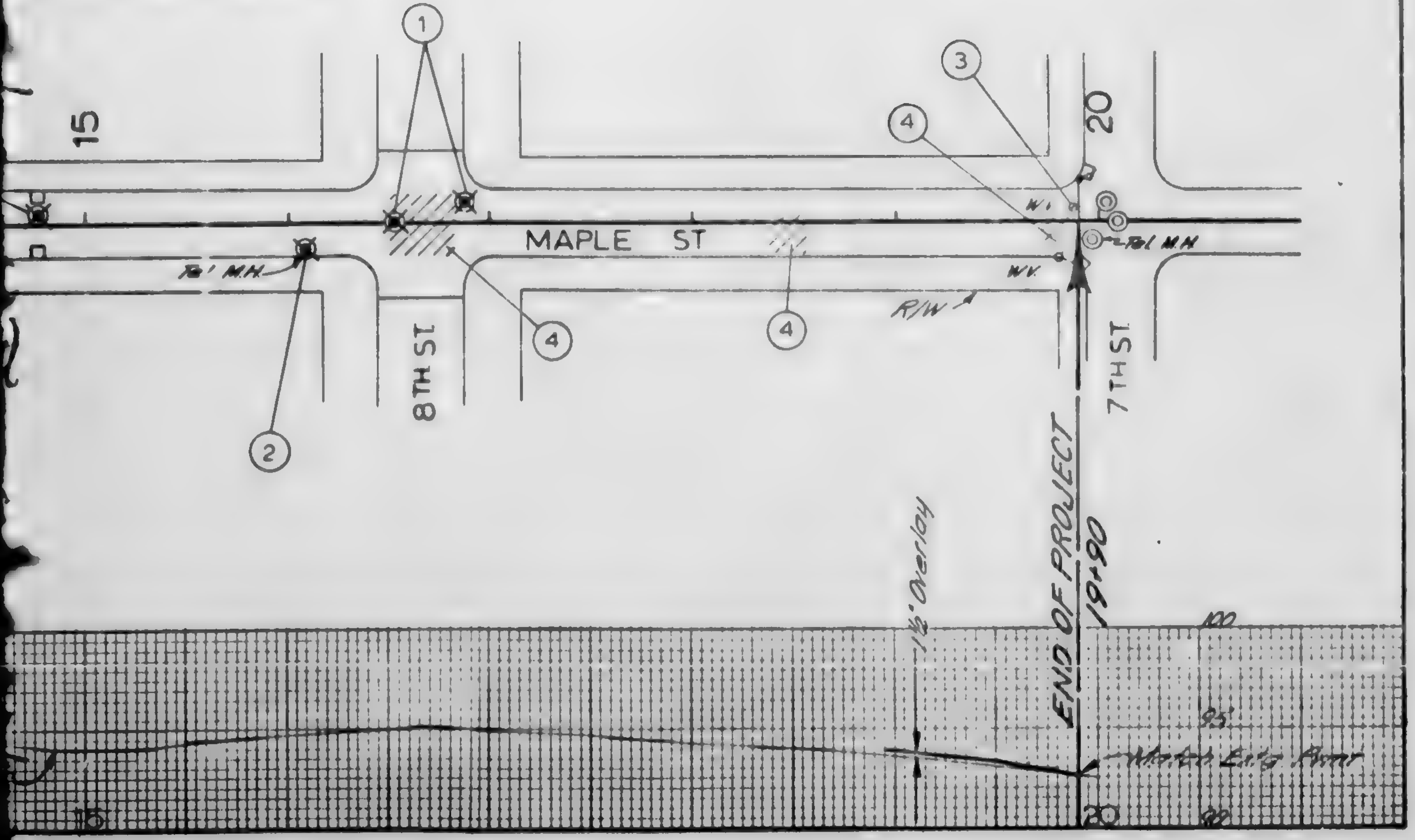
TYPICAL SECTION


17'
17'
5'
4'
12'
12'
5'
4'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
Extg. Ground
Extg. Ground
SI As Directed
Extg. Curb
Var.
Extg. Curb
Existing Bit. Surfacing
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. - 6" (For Location, See Plans)

STA. 9+70 To STA. 19+90

APPROVED
CITY OF Florence
BY MAYOR Donald L. Bowman
BY RECORDER Alice M. Hunt
DATE Mar. 4, 1975

T.18S., R.12 W., W.M.



SCA
Florence

March 1, 1976

Ms. Alice M. Hunt
City Recorder
City of Florence
Florence, OR 97439

Dear Ms. Hunt

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on Maple Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Overlay of a 34-foot wide street, as shown on these preliminary plans, is currently estimated to cost $18,100. The State's share would be $18,100.

Recommended changes you suggest should reach this office by March 15, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for
Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

Encl.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

NARRATIVE REPORT
Location Survey
Florence (Maple Street)
Lane County - Prefix 320-1486
John T. Scofield January, 1976

This location survey was made to prepare plans and specifications for overlaying a three block section of Maple Street in the City of Florence. The section is between Seventh Street and Tenth Street. Total length of the project is 0.185 miles.

The existing pavement is very rough, although not badly broken up. There are curbs and gutters on both sides of the road, the entire length of the project. The curb and gutter will require that the overlay be feathered out to nothing at the edge of the gutter.

The typical section on this project is a 1 1/2 inch overlay. The pavement is 32 feet wide. The 12 feet on both sides of the center line are full depth (1 1/2 inches), and the 4 feet of shoulder on both sides feather from 1 1/2 inches to nothing at the gutter.

Approximately 3000 sq. ft. of the existing pavement should be removed and replaced with A.C. prior to placing the overlay. A tack coat should also be required before placing the overlay.

Five manholes and one water valve will have to be adjusted to fit the new grade. There is one telephone cable manhole, on this project, that will have to be adjusted by others prior to paving.

This project is within the existing right-of-way. The project involves a minor amount of excavation (60 C.Y.), and the overlaying of the existing pavement with 1 1/2 inches of asphaltic concrete, and will not have any adverse environmental impact. The project should be completed with in a very short time and should have no affect on traffic patterns.

The construction on this project will not require the relocation or any utilities.

COMMENTS ON SPECIAL PROVISIONS AND ITEMS

Florence (Maple Street)

John T. Scofield Resident Engineer, Jan. 20,1976

1) Temporary Protection and Direction of Traffic.

One lane of traffic will have to be blocked off during paving operations for a short time. This bid item should include payment for temporary signs and flagman. Special provisions should show no seperate payment for "Temporary Signs" (est. at 130 sq. ft.) or "Flagman" (est. at 50 hrs.).

2) Class "C" Asphaltic Concrete.

Due to small quantity (420 tons) this item should be set up with class "C" Asphaltic Concrete, using our "Commercial Mix Specification". Mix specified should be in our broad limits with a minimum of 5.5% asphalt.

Approximately 3000 sq. ft. of the existing pavement needs to be dug out, 6-inches deep and patched with A.C. prior to placing the overlay. Special Provisions should specify that contractor must remove and dispose of 60 cubic yards of existing surfacing and patch. Patching these areas will require approximately 120 tons of class "C" Asphaltic Concrete.

A tack coat prior to placement of the overlay should be specified. Approximately 1 ton of asphalt will be needed for the tack coat.

Special Provisions should specify that payment for the mobilization, removal, and patching of the pavement, plus a tack coat are to be included in the bid item--Class "C" Asphaltic Concrete.

3) Adjustment of Manholes.

No special provisions - standard specs., should apply.

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Cost Estimate
Maple St. - Florence
John T. Scofield, Res. Engr.

Prefix: 320-1486
January 23, 1976

Item No.	Item	Quantity	Unit	Unit Price	Price
1	Temporary Protection & Direction of Traffic	All	Lump Sum		$2,500
2	Class "C" Asphaltic Concrete Mixture	420	Tons	$27	$11,340
3	Adjustment of Manholes	5	Each	$250	$1,250
	Sub - Total				$15,090
	Engineering & Contingencies (20%)				$3,018
	TOTAL				$18,108
				OR	$18,100

Note: Estimate for items 2 & 3 were received by phone from Cliff Layton (1-23-76).
~~Estimate for item No. 1 received by phone from Bill Beard (1-23-76)~~

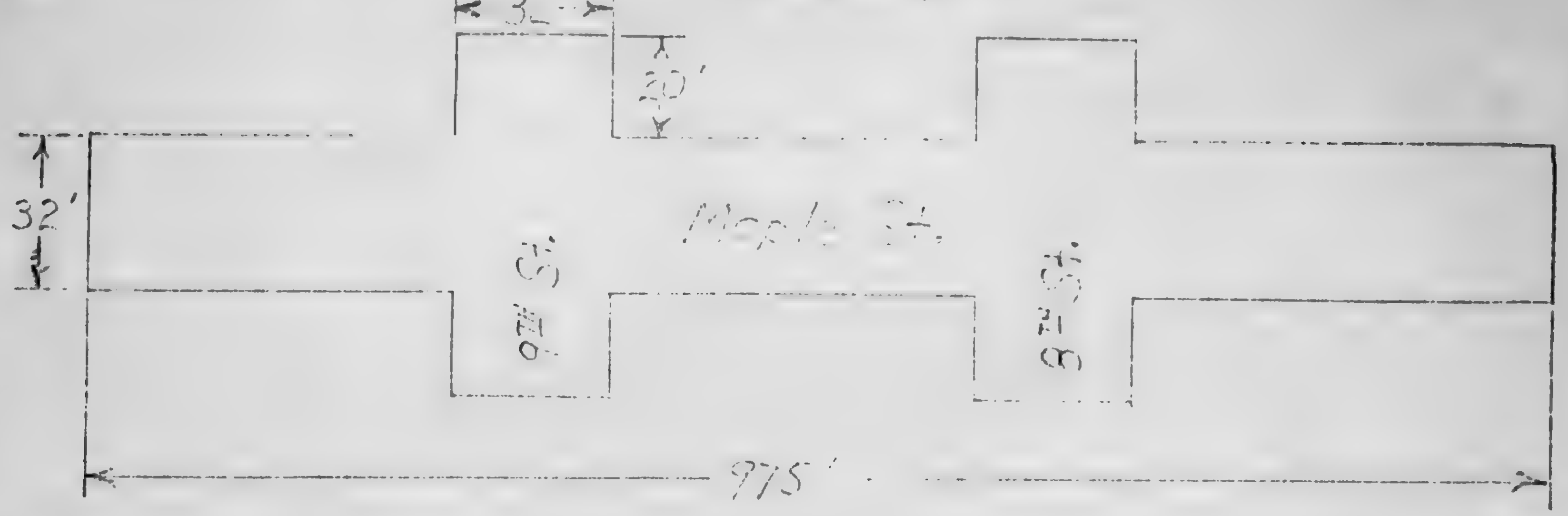
Maple St. • Florence
1 2 Sheets

OREGON STATE HIGHWAY DIVISION

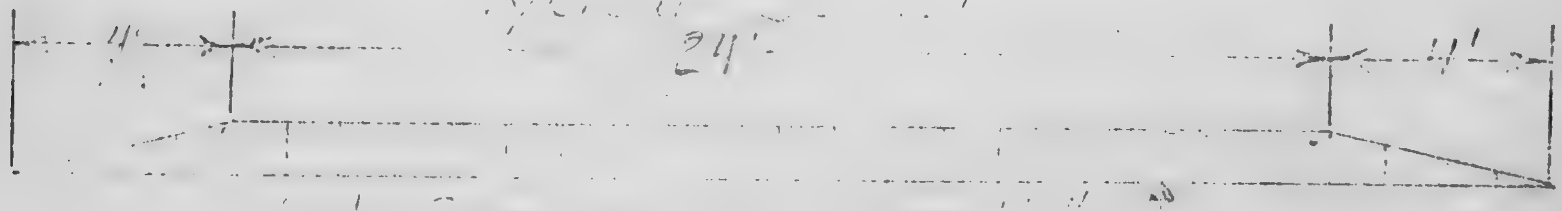
Asphaltic Concrete Requirement

D.L. Wistart 1-5-38

Roadway



Typical Section



Asph. Conc. wearing course 1½"

Cross-sectional Area = $(24 \times 1.5) + 2\left(\frac{4 \times 1.5}{2}\right)$ = 42

Total Roadway Length = 975 + 4 (20) = 1055

Total A.C. Tonage = 1055 × 42 × 0.00631 = 300 tons

Patching Prior to Paving (6 inches deep) =
3000 ft² × 6 in. × 0.00631 = 120 tons

Total A.C. needed = 420 tons

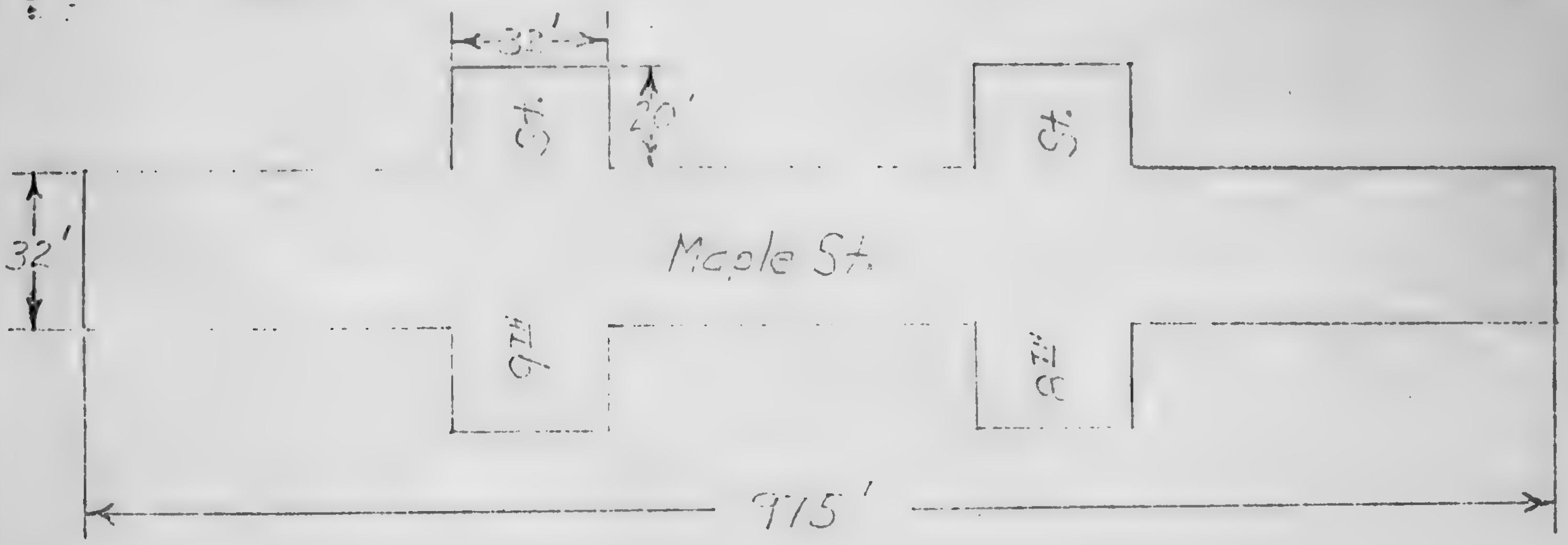
Asphalt in A.C. mixture = 420 × 0.06 = 25 tons

Job No. Maple St. [illegible]
Sheet 2 of 2 Sheets

[illegible] STATE HIGHWAY DIVISION

[illegible] Tack Coat

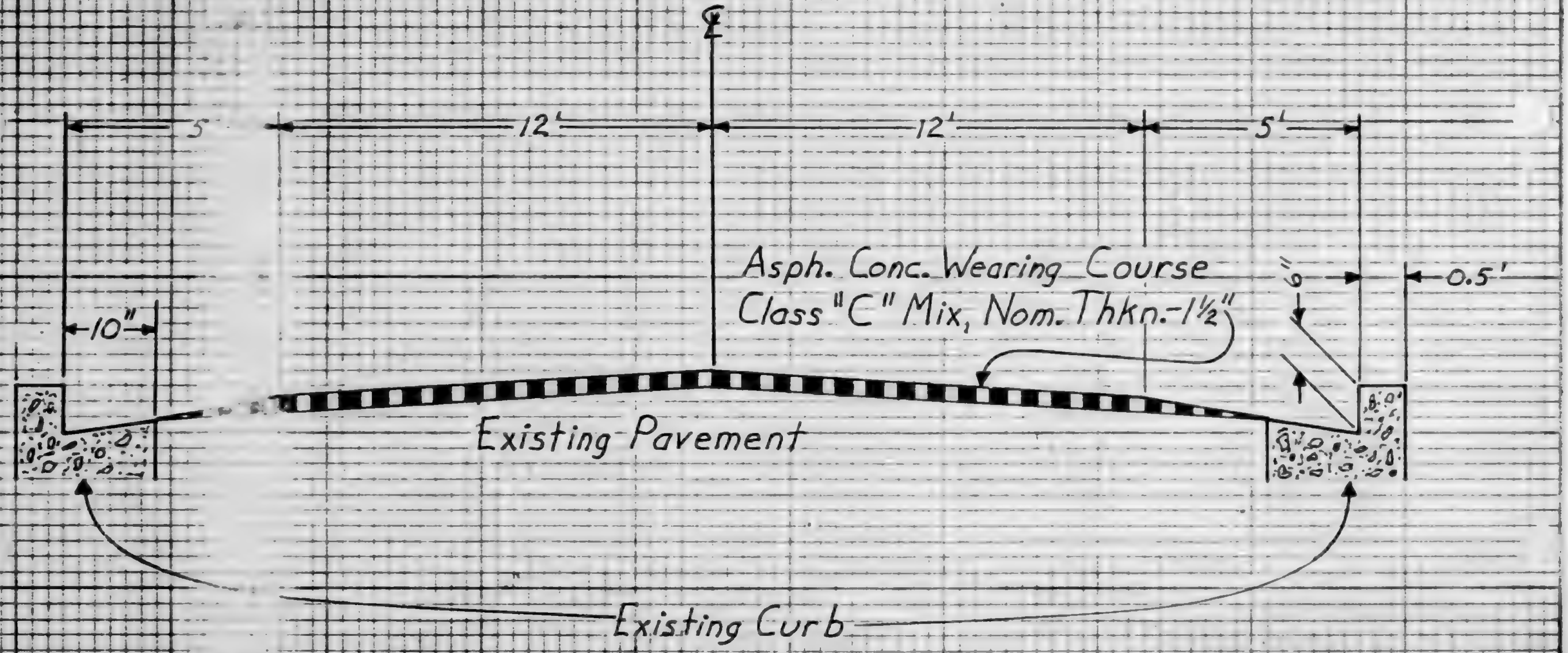
Made by D.J. Wickert 1-9, 76 Checked by ... 19...

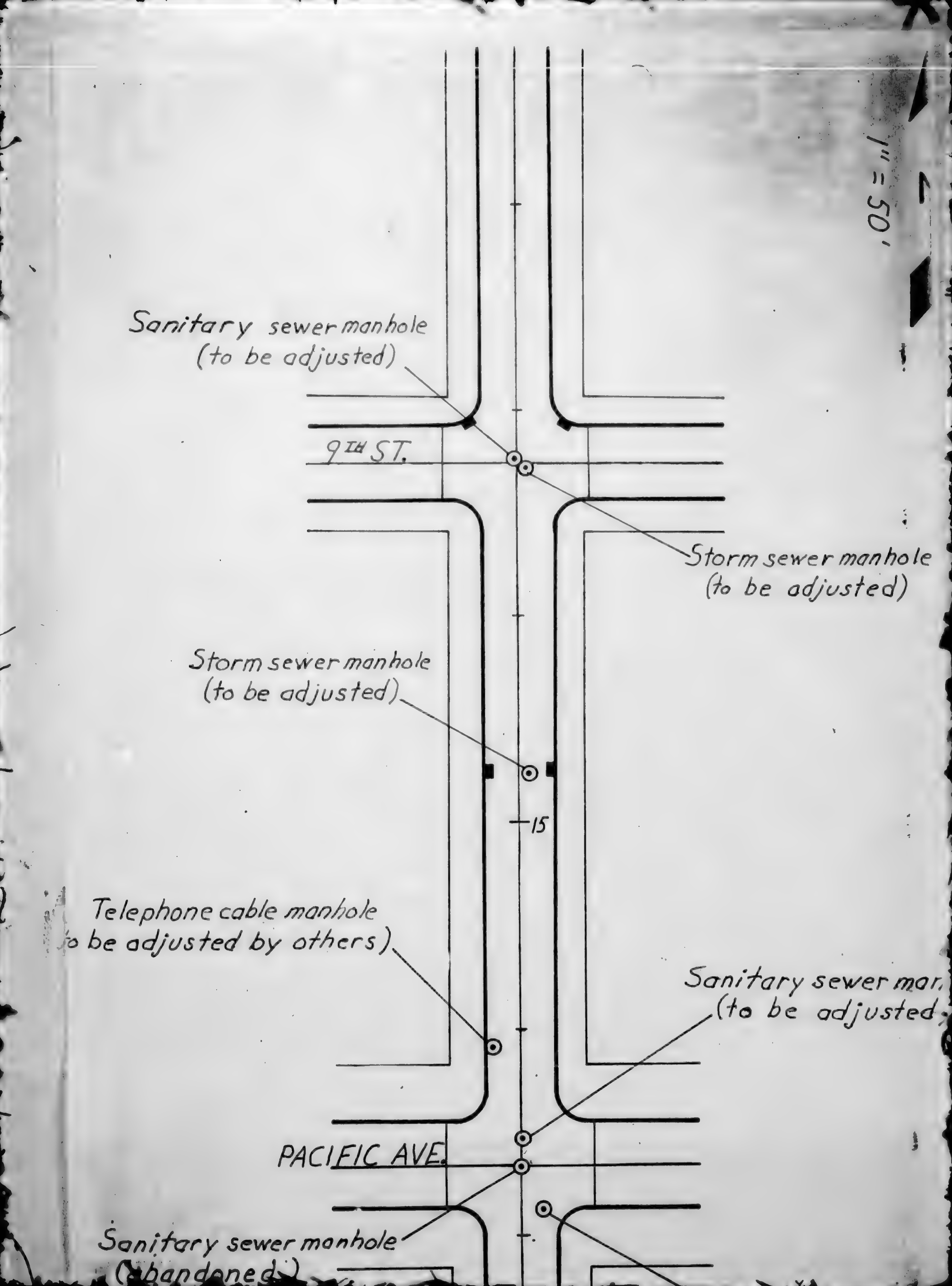


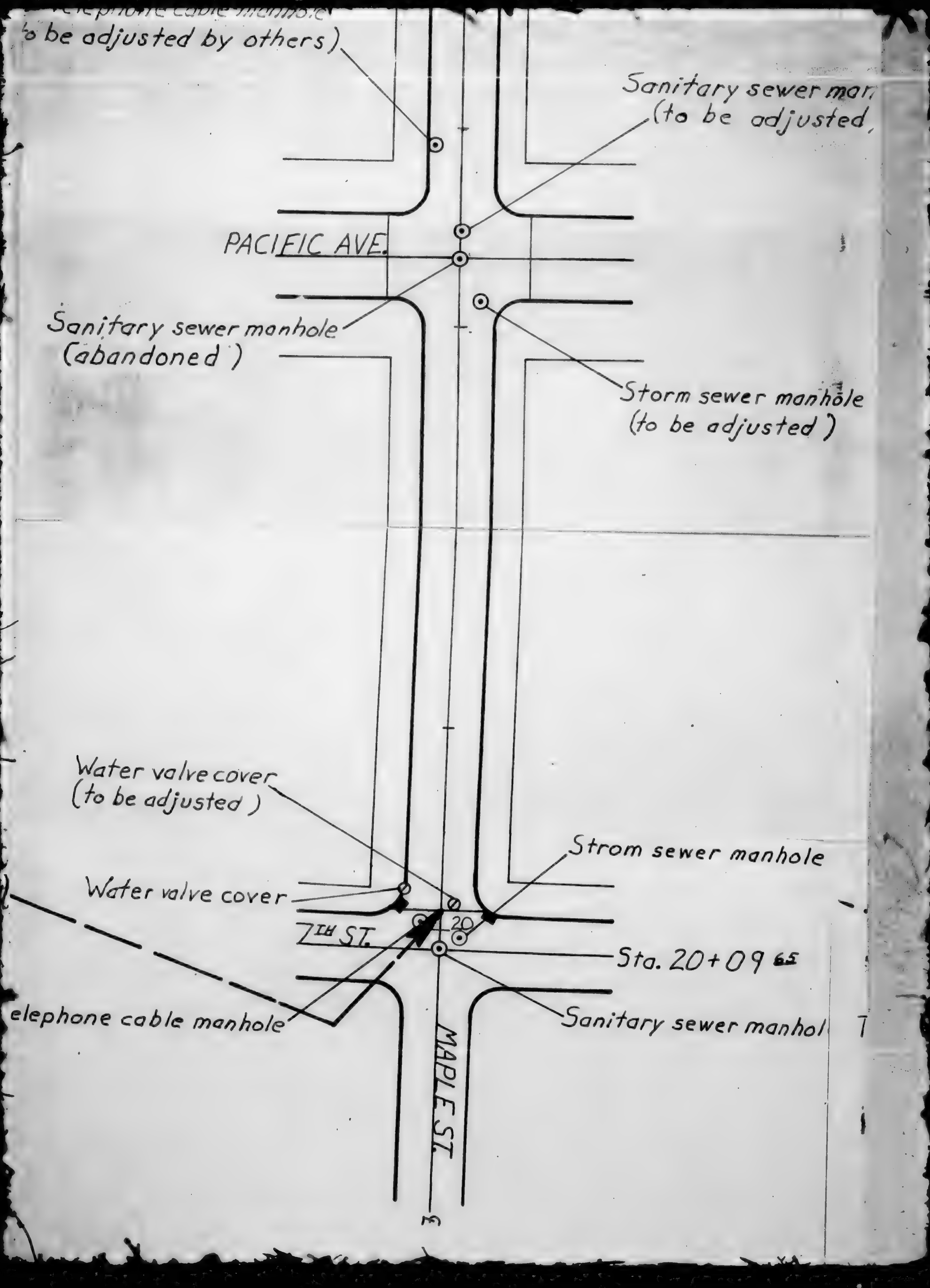
Surface Area [975 + (4 x 20)] x 32 = 33,760 sq. ft.

Tack Coat 33,7[illegible] 162 = 0.6 ton

est. 1.0 ton of asphalt needed

℄
5'
12'
12'
5'
10"
6"
0.5'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-1½"
Existing Pavement
Existing Curb


Sanitary sewer manhole (to be adjusted)
9TH ST.
Storm sewer manhole (to be adjusted)
Storm sewer manhole (to be adjusted)
15
Telephone cable manhole (to be adjusted by others)
Sanitary sewer man (to be adjusted
PACIFIC AVE.
Sanitary sewer manhole (abandoned)
1" = 50'


elephone cable manhole
o be adjusted by others)
Sanitary sewer man
(to be adjusted,
PACIFIC AVE.
Sanitary sewer manhole
(abandoned)
Storm sewer manhole
(to be adjusted)
Water valve cover
(to be adjusted)
Strom sewer manhole
Water valve cover
20
7TH ST.
Sta. 20+09 65
elephone cable manhole
Sanitary sewer manhol
MAPLE ST.
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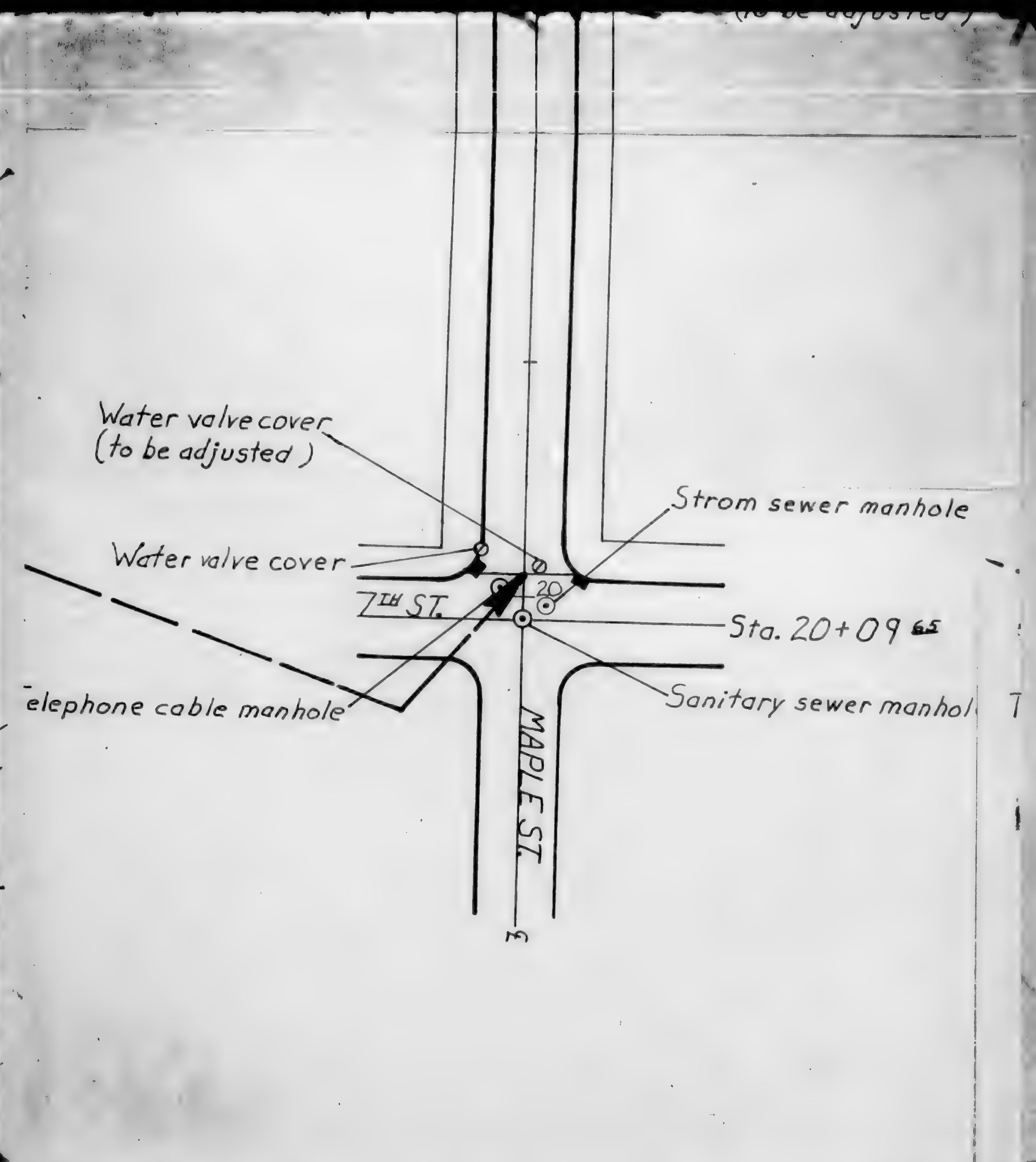

(to be adjusted)
Water valve cover
(to be adjusted)
Strom sewer manhole
Water valve cover
7TH ST.
20
Sta. 20+09 6.5
elephone cable manhole
Sanitary sewer manhol
MAPLE ST.
℄

October 15, 1975

City of Florence
City Hall
Florence, OR 97439

Attention: Alice M. Hunt
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5470

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a project on Maple Street (7th to 10th Streets).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Florence (Maple Street)

Date October 7, 1975

Highway City Street

Authorization No. 1

County Lane

Survey Prefix 320 - 1486 (Assigned by Salem office)

Description of termini, route, length, etc.:

From 7th Street to 10th Street. Length is three blocks.

Purpose of survey:

To prepare plans, specifications and estimates for a 1½-inch overlay between existing curbs. This is a Special City Allotment project.

Estimate of cost:	Field	901	1,200
	Plans	905	500
	Utility	914	100
	Proj. Mgt	920	50
	Specifications	921	250

SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$2,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

John Scofield

Field Engineer

Recommended for Approval:

Victor D. Wolfe

Location Engineer

Recommended for approval:

J. X. Wilson

Regional Engineer

Approved:

E. J. Hunter

Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID STATE SCA

SCA
Florence

CITY OF FLORENCE
P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

October 3, 1975

Office of: CITY MANAGER

Richard Unrein
Urban Engineer
County-City Unit
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

Enclosed find three signed copies of Resolution No. 10-2-75a, and agreement for special City Allotment Fund project by State.

Please return one conformed copy for our files.

Thank you for your cooperation and assistance in this matter.

Sincerely,

"Jack" Isadore
John F. Isadore
City Manager

JFI:amh

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SCA

Salem, Oregon
September 29, 1975

L. W. Rulien
Project Management Engineer

1976 Special City Allotment
Program

Region Engineers

Attached is a copy of the 1976 Special City Allotment Program which was approved by the Transportation Commission, September 24, 1975. Projects in the following cities were approved:

Region 1: North Plains and Troutdale
Region 2: Gervais and Hubbard
Region 3: Florence, Lowell, Powers and Rogue River
Region 4: none
Region 5: Halfway, Heppner, Joseph and Nyssa

Please prepare a Survey Order to provide funds to cover any engineering work which is to be performed by State forces. It is anticipated that Halfway, Heppner and Nyssa will perform their own engineering, if successful in an Off-System project, and any work by State forces should be deferred in these three cities until it can be determined if Off-System funds will be available, this will probably be by January 1, 1976.

Upon receipt of an approved Survey Order, you may proceed with work at your convenience.

FFH:dp

Attachment

cc: F.B. Klaboe
E.S. Hunter
cc, w/att: R.L. Schroeder
H.S. Coulter
R.N. Bothman
G.L. Sund
Victor Wolfe
C.T. Keasey
J.H. Versteeg
V.E. Skoog
B.L. Gifford
C.J. Gregg
P.L. Carstensen
C.G. Swenson

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

September 24, 1975

Mr. Paul Coyne
Acting City Manager
City of Florence
City Hall
Florence, Oregon 97439

Dear Mr. Coyne:

Your proposed project on Maple Street, from Seventh to Tenth Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $26,800, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

5-13-75

Florence - (Maple Street)

Talked to [illegible] [illegible] manager. Paul Coyne. Upward [illegible] [illegible] [illegible] we had received. He was agreeable that [illegible] [illegible] and an AC overlay would cover the area properly. Stated that about two years ago the [illegible] had had a frost problem and this street [illegible] [illegible] [illegible] show degree of deterioration. He did not remember if the city had put a seal [illegible] job.

On Investigation [illegible] [illegible] left of U.C. [illegible] deteriorated in an attempt at a seal job had been made. The base appeared to be solid but top bad. Between 7th and 8th a new post office had been built in recent years. As very little mail is delivered - most of a radius for 15 miles at one time or another during the week picking mail. In 5 minutes 20 cars had driven this block. $\frac{60}{5} \times 20 = 240$ Cars in a one hr. period. Between 9th + 10th there is a new kindergarden and a few School bus's use this street.

With the condition of the surface it seems an overlay would possibly [illegible] [illegible] in a year or two.

Keep in mind for a possible Approval.

1977 Letter

1976

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Florence Date 5-12-75 Div. 3 No. of Previous Projects 4
Population: 1970: 2246 1975: 3240 Last Project 1964 (Year)
Street: Total SCA Funds $ 59,854
Maple Street ([illegible]) Funds/Capita $ 18.47
Average/Capita $ 16.80

EXISTING
Surface Now in Place: A. C. ✓ Oil ____ Gravel ____ Concrete ____
Surface Width: 32 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: 54 Ft. Right-of-Way Width: 66 Ft.
Remarks:

PROPOSED
Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 34 Ft. Shoulder Width: ____ Ft. C-C Width: 34 Ft.
BASE DESIGN: A. C.: 1½ in. Leveling: ____ in. Base: ____ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.20 Mile, 1080 Ft. Type Curb: ____
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	LUMP SUM			
1''-0 AGGR. BASE 8'' DEEP	SQ. YD.			
CEMENT TREATED SUBGRADE	CU. YD.			
Asph. ~~CEMENT~~ IN ~~TREATMENT~~ Tack	TON	1	175.00	175
CLASS "C" AC ~~3"~~ DEEP 1½" [illegible]	SQ. YD.	4650	4.25	19,762.50
CONCRETE INLETS Adjust	EACH	5	100.00	500
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. ~~FT.~~ yd			
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH	7	250.00	1750
			TOTAL	$22,187.50
Permanent Signing ($100 per Intersection)				–
Flagging				
			TOTAL	$22,187.50
Engineering and Contingencies (20%)				4,437.50
			TOTAL	$26,625
City's Estimated Share of Survey				$ 175
			TOTAL ESTIMATED COST	$26,800

*Items include 10% allowance.

5-12-75

Florence - Maple Str. (7th to 10th)
- ½" Overlay -

Paving -

$$\frac{(34 \times 1080) + (10 \times 4 \times 34)}{9} = 4231.1 \times 1.10 = 4650 \text{ sqyd.}$$

Tack Coat

$$(34 \times 1080) + (10 \times 4 \times 34) \times .0000182 = 0.69 \times 1.10 = 0.75 \text{ Tons.}$$

Adjust Manholes

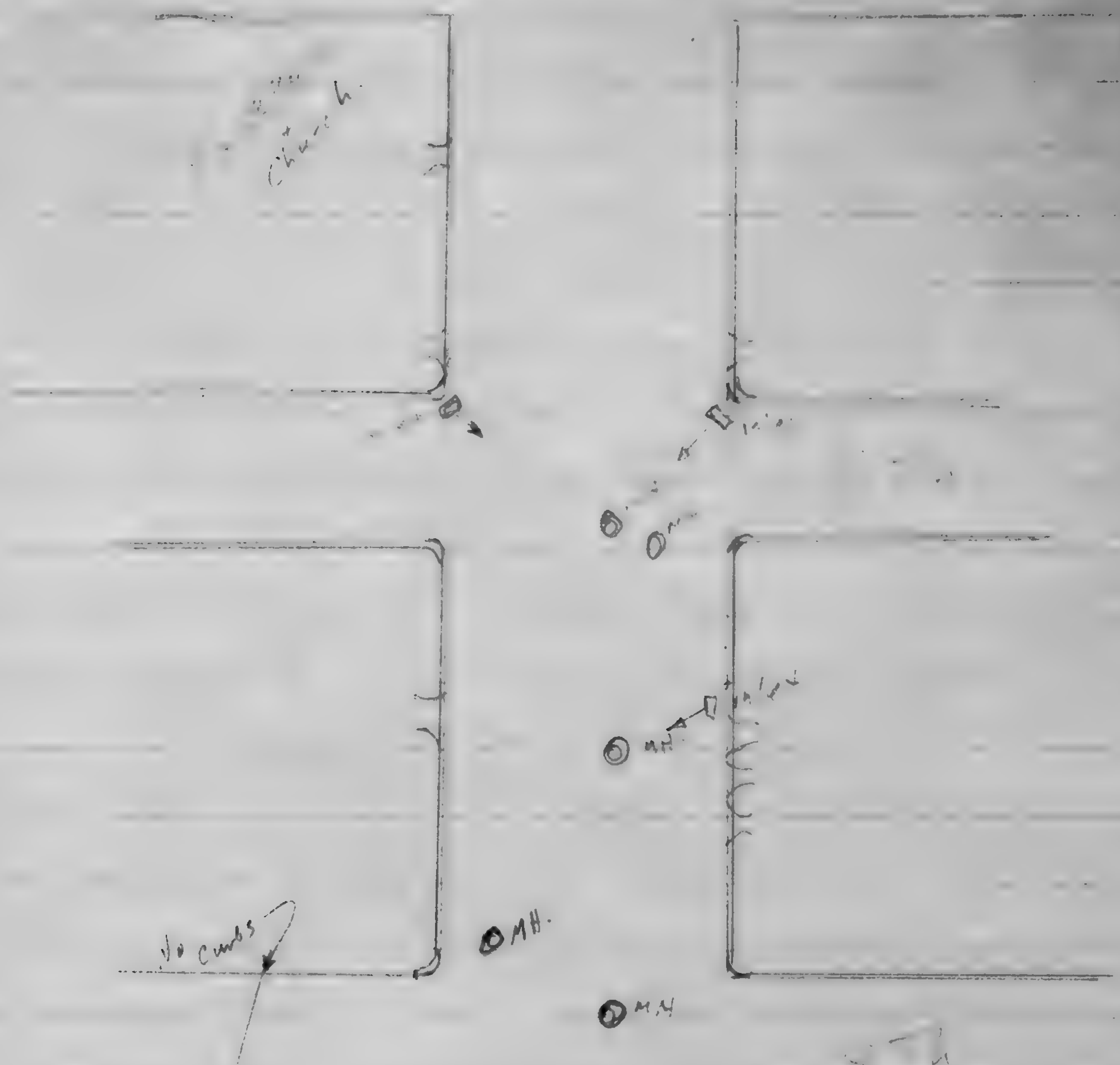
6 × 1.10 = 7 each

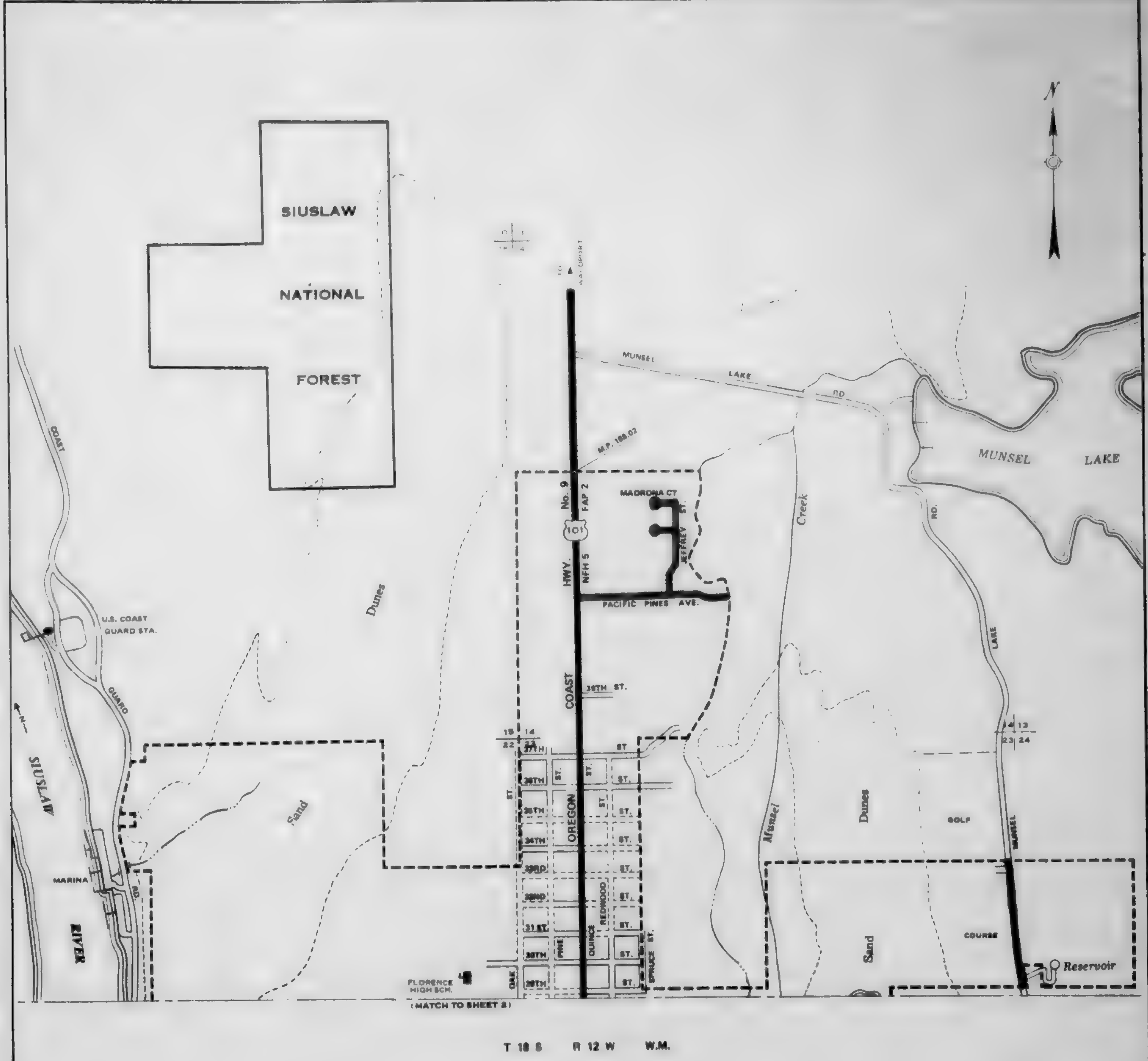
Adjust Inlets

4 × 1.10 = 5 each.

5-12-75

F[illegible] (Maple Street) 10th





FLORENCE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3,100

Scale in Feet

Revised April 1974

SHEET ARRANGEMENT
①
2

SHEET 1 OF 2 SHEETS

LEGEND

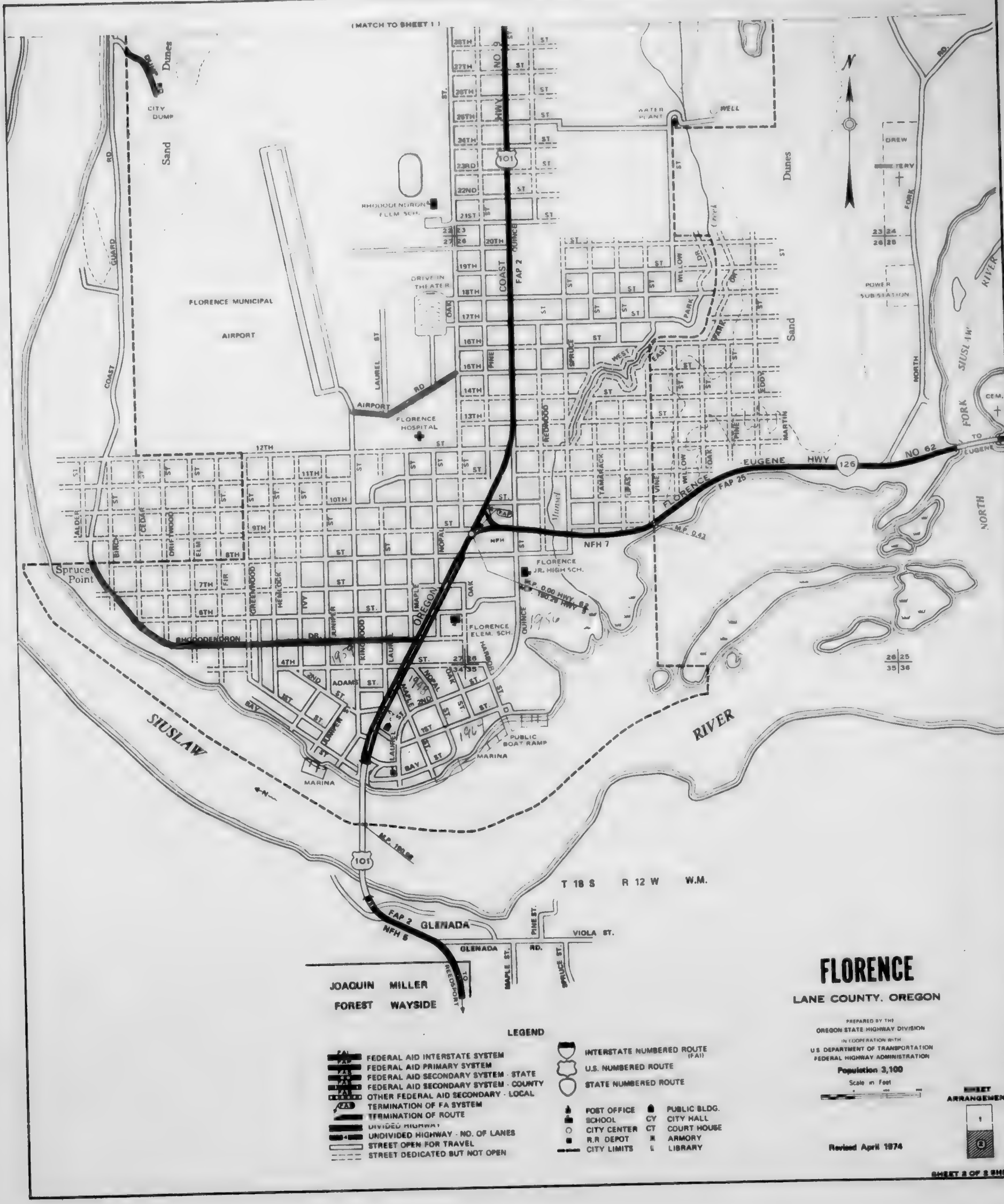
- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS

- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Co. Roads 4-28-75



FLORENCE

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Population 3,100

Scale in Feet

Revised April 1974

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
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- CY CITY HALL
- CT COURT HOUSE
- ARMORY
- L LIBRARY

SCA-76
Florence

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Florence is an incorporated city of the State of Oregon and has a population of 3240 as given by the latest official census; and

WHEREAS, the following streets of said city, Maple Street from 7th Street to 10th Street.

Hopkins
Harwell ✓
Holmes
Prange
Unrein 4
Butler
7

RECEIVED
FEB 6 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY	X	
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

FEB - 6 1975

REMARKS:

4. That the City of Florence does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of February, 1975.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Florence at a regular or special meeting of said Council, held on the 3 day of February, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3 day of February, 1975.

Alice M. Hunt
City Recorder

([illegible]-50. 1959 Rev.)

SCA

PROJECT DATA. CITY OF Florence Date February 3, 1975

To be financed by Special City Allotment Fund and necessary city funds.

Street name Maple Street from 7th Street to 10th Street
(Locate project on attached map.)

Project length 1080 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 34 feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 34 feet

Remarks ____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 32 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 66 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 66 Feet ±

Are intersecting streets curbed? Yes ____ No X

Remarks (1) Street is not curbed. (8th Str. - west)

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes X No ____

Width between present curbs: 34 feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: N/A feet

Does city desire special type of curbs? Yes ____ No X

Explain: ____

kins
Harwell ✓
Holmes
Prange
Unrein
2

RECEIVED
FEB 6 - 1975
COUNTY
CITY
UNIT

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
Do not File
Return To ____
Bring Up ____
Other ____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks Do not need sidewalks

STORM SEWERS -

Now in place? Yes X No____

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: 3.5 feet

To be constructed by City? Yes____ No X

To be constructed as part of project? Yes____ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 6 feet

Remarks Only manhole rings need adjusting.

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes _X_ No ___

If yes, how deep from present surface? _3.5_ feet

Remarks ______________________________

____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No _X_

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ______________________________

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes _X_ No ___

Electric poles? Yes _X_ No ___

Which company? _Central Lincoln P.U.D._
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes _X_ No ___

Which company? _Pacific Northwest Bell_

Railroad tracks? Yes ___ No _X_

Which company? ______________________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ______________________________

____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date ___

Has city established grade on street? Yes x No ___
(If yes, please include copy of data.) N/A

Please indicate site for disposal of excess excavated material: ___

General remarks: This request is only for overlay of existing asphalt curb to curb section.

By Donald L Bauman
Mayor

By
~~City Recorder or~~ City Manager

By
City Engineer
Acting

sca-76

Forms Sent 1/24/75 - SR

Second set of forms sent 1/31/75 SR

H

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

~~January 24, 1975~~

January 31, 1975

Ms. Alice M. Hunt
City Recorder
City of Florence
250 Highway 101
P. O. Box 340
Florence, Oregon 97439

Re: Your telephone call 1/24/75

Dear Ms. Hunt:

In answer to your request you will find enclosed two copies each of a resolution form and project data form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment fund.

Please complete the enclosed resolution and project data form, and after adoption by the City, return one signed copy of each to George N. Hopkins, Project Development Engineer, Room 203 State Highway Building, Salem, Oregon 97310. The application will be investigated and presented to the Oregon Transportation Commission for consideration in programing the allocation of the 1976 fund; however, the application must be received in this office on or before July 1, 1975, in order to be eligible for consideration in the 1976 program.

Very truly yours,

George N. Hopkins
Project Development Engineer

JOB:mm

Encl: Res. Form cc-50
&
SCA Project Data Form (If a bridge project is being requested, please only return the resolution, and a Bridge Project Data Form will be sent to you to complete.)

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐